



AGENDA
CITY OF GLENWOOD SPRINGS
Planning and Zoning Commission
Regular Meeting
JUNE 25, 2024
Council Chambers, First Floor
101 W. 8TH STREET
6:00 PM

1 Attendance Instructions

When: Jun 25, 2024 06:00 PM Mountain Time (US and Canada)
Topic: June 25 2024 Planning and Zoning Commission Meeting
Please click the link below to join the webinar:
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2 Roll Call

3 Conflicts of Interest

4 Receipt of the Minutes

A. March 26, 2024 Planning and Zoning Commission Minutes Draft

5 Comments from citizens appearing for items not on the agenda

6 New Items

A. Planning File 09-24 Major Site and Architectural Plan and Variances Lot 10C Glenwood Meadows

B. Planning File 10-24 Title 070 Code Amendments

7 Commissioner Comments

8 Director Comments

9 Adjournment

MINUTES
CITY OF GLENWOOD SPRINGS
Planning and Zoning Commission
Regular Meeting
March 26, 2024
Council Chambers, First Floor
101 W. 8TH STREET 6:00 PM

1. Roll Call

Present: Commissioners: John Houghton, Amy Connerton, Carolyn Cipperly, Pete Waller, Gregory Cowan, Matthew Simms

Also Present: Community Development Director Hannah Klausman, Planner II Emery Ellingson, Long Range Principal Planner Jim Hardcastle, Assistant City Attorney Richard Cremer-Petterson, Building Technician, Jose Vega

Actions: Commissioner Cipperly made a motion to seat Alternate Commissioner Gregory Cowan, motion seconded by Commissioner Connerton. Voice vote taken; motion passed unanimously.

2. Conflicts of Interest

None

3. Receipt of Minutes

February 27, 2024, Planning and Zoning Commission meeting minutes

Commissioner Connerton made a motion to approve the minutes, seconded by Commissioner Simms. Voice vote taken, passed unanimously.

4. Comments from citizens for items not appearing on the agenda

No public comment was offered.

5. New Items

a. Planning File #06-24 Code Text Amendments for Accessory Tourist Rental and Short-Term Rental Permits

Emery Ellingson, Planner II provided presentation on Planning File #06-24 for consideration of code text amendments to *Section 070.030.030(e)(7) Accessory Tourist Rental* and *Section 070.030.030(e)(9) Short Term Rental*. Staff recommended approval of the proposed code amendments as described in the staff report with findings and conditions on page 9 of the staff report.

Commissioner questions and comments, with staff responses included the following:

- *Question on definition of a free-market unit and why staff had suggested an ownership model change more similar to Crested Butte rather than one based on residency. Staff response:* Staff explained free market units are any unit that is not deed restricted. Staff clarified that creating

categories of resident and non-resident would be a larger change to the existing program beyond the scope of proposed amendment.

- *Question regarding how Council decided why to consider the changes and if there were any studies that showed an adverse impact to housing stocks.* **Staff response:** Staff provided background that Council was acting, in part, based on recommendations found in the Strategic Housing Action Plan (2022-2023), Regional Housing Study (2017-2019), and Regional Housing Study Covid Update, which all referenced short term rentals having adverse impacts on availability of housing stock.
- *Question on how many properties would be affected by the change in buffer regulation.* **Staff response:** Staff explained that the proposed change to 300' buffer would affect approximately 500 properties.
- *Question if a permit must demonstrate use within the permit period.* **Staff response:** Staff explained that to be eligible to renew a permit, the permit holder would have to show a minimum amount of lodging tax greater than zero within that permit period.
- *Question if a permit can be held in perpetuity.* **Staff response:** Staff explained that permits in good standing are allowed to continue to be renewed.
- *Question if the new buffer would create non-conforming properties that would be ineligible:* **Staff response:** Staff confirmed that increasing the buffer would likely create non-conforming licenses and staff emphasized that permit eligibility is dynamic and subject to changes as properties are bought and sold and as owners choose to continue or discontinue their permits.
- *Question on why staff report included language on trusts and LLCs while some communities only refer to trusts in their ordinances:* **Staff response:** Staff explained that concept was to illustrate legal entities that can have multiple owners, which encompasses numerous designations.
- *Question if the city has considered a lottery system for permit.* **Staff response:** Staff confirmed that the city does not utilize a waiting list or lottery system for permits.
- *Question why the units within the GID are not counted towards the cap.* **Staff response:** Staff explained that the GID was considered its own specific geographic area with unique characteristics which warranted special consideration.
- *Questions on timelines for Short Term Rental Permit and Building Permits:* **Staff response:** Staff provided examples illustrating the timelines and scenarios for Short Term Rental permit approval.
- *Question on enforcement changes and how that is tied to owner.* **Staff response:** Staff explained that some violations are tied only to the guest tenants and not the owner.
- *Question on the percentage ownership model being set at 33% and how that would function.* **Staff response:** Staff explained that if owners did not meet the threshold percentage of ownership, they could not hold a permit. Staff also indicated that 33% was a starting point for the Planning and Zoning Commission to consider.
- *Question on what the intended goal of requiring an individual hold a permit:* **Staff response:** Staff explained that not identifying a specific person to hold the permit allows for transfer loopholes to occur without staff's ability to verify a permit transfer.
- *Question if an emergency contact was required for permits.* **Staff response:** Staff confirmed that each permit is required to list a responsible party living within 30 minutes.
- *Question if any jurisdictions prohibit LLCs or trusts from having a permit.* **Staff response:** Staff explained that research on other communities only included Colorado and there may be other

jurisdictions that prohibit group ownerships from holding a permit. Legal counsel mentioned that prohibiting a corporation from holding a permit may present legal challenges.

- *Question if enforcement violations would go to both guests and owners:* **Staff response:** Staff explained that the violation goes to the tenant and not necessarily also the owner depending on type of violation. Staff noted the main goal is to align Municipal Code Section 100, which the Police Department observes to Municipal Code Section 0708 which is overseen by Community Development.

Commissioner Waller requested that each proposed code amendment be a separate action item with its own specific motion. This resulted in the following separate action items: buffer size, permit cap, permit percentage for calculating cap, application timelines, penalties and violations, and ownership models.

Commissioner Waller opened the item for public comment. No public comment received.

Buffer Size Item

Commissioner Connerton motioned to approve the staff recommended buffer size of 300'. Commissioner Houghton seconded the motion.

Commission discussion of the motion included the following:

- Multiple commissioners expressed interest in keeping the existing 250' buffer.
- Concern for properties anticipating applying for a permit that would lose opportunity with an expanded buffer.

Commissioner Waller called the item to question. Motion failed with a vote of 4-2 with Commissioners Cipperly, Connerton, Cowan, and Simms voting against the motion and Commissioners Waller and Houghton voting for the motion.

Total Permit Cap

Commissioner Cipperly motioned to approve the recommendation that GID permit numbers be included in the overall City permit cap. Commissioner Simms seconded the motion. Commission discussion of the motion included the following:

- One commissioner indicated that they felt the 18% cap in the GID was worth further consideration. Staff identified this proposal would fit better in separate item to be considered.

Commissioner Waller called the item to question. The motion passed unanimously with a vote of 6-0.

Permit Cap Alternatives

Commissioner Houghton motioned to lower the GID permit cap to 15%. Commissioner Cipperly seconded the motion. Commission discussion included the following:

- Support for lowering the GID limit with rationale that since parking is not required downtown, reducing number of permits would alleviate possible parking issues.
- Support for lowering the percentage to help preserve residential units in the downtown.
- Support for increasing the cap with rationale that this could help direct growth of STRs to the downtown area as opposed to other outlying residential areas.

Commissioner Waller called the item to question. Motion passes with a vote of 4-2. Commissioners Connerton, Houghton, Waller, and Cipperly in favor with Commissioner Cowan and Simms against.

Application Timelines

Commissioner Waller allowed discussion prior to making a motion. Commissioner discussion included the following:

- Multiple commissioners agreed that requiring a certificate of occupancy prior to applying for a Short-Term Rental Permit was a good idea.
- Multiple commissioners agreed that establishing a clear permit expiration date was a good idea.
- Support for ability to extend a permit application for an additional timeline for extenuating circumstances, pending approval from Building Official and Community Development Director.
- Discussion of appropriate timeline for application with six-month, nine month, and year lengths considered along with potential extension lengths.

Commissioner Cipperly motioned to adjust the permit timelines to require Certificate of Occupancy was required prior to application and for a permit timeline of 6 months for completion with an additional 2-month extension from Community Development Department. No second was received. Motion expired for lack of second.

Commissioner Houghton motioned to require a Certificate of Occupancy prior to application and a permit deadline of 6 months for completion with possible extension of 6 months at discretion of Community Development Director. Commissioner Connerton seconded the motion.

Commissioner Waller called the item to question. Motion passed unanimously 6-0.

Penalties/Violations

Commissioner Cipperly motioned to approve code amendment recommendations to the penalty and enforcement section as recommended by the staff report. Commissioner Cowan seconded the motion.

- Brief discussion by Commission with confirmation on how the penalties and violations currently function.

Commissioner Waller called the item to question. Motion passed unanimously 6-0.

Ownership Models

Commissioner Waller allowed discussion prior to the motion.

Commissioner discussed the following:

- Percentage thresholds for ownership and examples of permit transferability
- Support for utilizing natural person as requirement.

Commissioner Cipperly motioned to recommend the ownership model that the permit must be held by a natural person with a controlling interest of no less than 33% and that the natural person be 18 years of age or older.

Following the motion there was further discussion on whether the variance procedure would apply to the proposed regulations and transfer processes for unique situations outside applicant control. Staff explained this discussion could carry over to the upcoming Council meeting that staff would review possible remedy options for inclusion in the staff report.

Commissioner Waller called the item to question. Motion passed unanimously 6-0.

Following conclusion of the item, Commissioner Waller called for a five-minute recess.

b. Planning File 74-23 Variances to Dimensional Setbacks

Long Range Principal Planner Jim Harcastle presented the Variance application. Staff showcased the definition of “hardship” in the code as well as the three variances of this Planning File.

Commissioner questions and comments, with staff responses included the following:

- Can you explain the hardship in #5 as you also indicate the situation is being improved? **Staff response:** The applicant was unable to provide an argument that provides a non-convenience or financial burden argument, and the proposed variances discussed tonight, and future Minor Subdivision allow a delineation to separate the two dissimilar structures for future users.
- How do residents access the house on Cooper? **Staff response:** There is an established access, driveway, and garage on the east side of Cooper Avenue.
- Is the deck considered a balcony? **Applicant response:** it is considered a balcony.
- Do you have pictures of the site? **Staff response:** No but the applicant may have some.
- What is the nature of the landscaping between the two proposed lots. **Staff response:** There is grass, shrubbery, and fencing.
- Are there two different addresses for mail delivery? **Staff response:** yes, both addresses have been in place since the early 1980s, the commercial structure to the south has been addressed since the early 1950s.
- Is there a chance for a future change in use for Parcel A (south). **Staff response:** No, this lot has always been used as commercial and with the creation of the parcel below 5,000 SF it would only allow to continue as commercial use.
- Is there a chance for a change in use for Parcel B (north) **Staff response:** Yes, the lot could be used for commercial purposes as there is no lot size minimum requirement for such uses.

- Are there requirements for fire resistant structures along the shared lot line? **Staff response:** There needs to be a 5' separation between buildings.
- Will the connecting structure section in green on page #6 be removed to help prevent fire issues? **Staff response:** yes, the applicant plans to remove the structure which connects.
- There is one owner with two different uses, though how long has it been rented and operated by someone other than the individual living in the house? **Applicant response:** Quite some time but not sure.
- Could you remove any of the hardships between Parcel A & B. **Applicant response:** Yes, we would be open to that. **Staff response:** If the applicant modified the southern balcony on Parcel B back a distance that would lay within the allowed 18" it can encroach into a side setback, this would remove the requirement for the variance associated with the 2nd action Item. **Legal response:** The best course of action is to withdraw action Item #2, then the City can confirm at final plat the deck has been modified as discussed here. **Applicant response:** We consent to withdraw Action Item #2.

Applicant Comments:

- The applicant shared historical elements of the existing structures.
- Additionally, the purpose is to detach the two properties, with the best way to do that is through the Minor Subdivision process.
- Clarification was made regarding a 5' easement and required of an old building permit though never established, for it to be included on the Minor Subdivision.

Comments from the Public:

- Commissioner Waller opened the item for public comment. No public comment received.

Action Item 1

Commissioner Connerton motions to approve the variance request for Action Item #1, contrary to the staff report recommendation for denial. Noting staff findings for items 1, 2, 3, 4, 6, and 7 in the staff report indicate compliance to the Municipal Code. Regarding #5 concerning hardship, it does demonstrate hardship not related to convenience or financial burden due to the fact they didn't create this, it would be costly, and for them to be able to use this in a practical manner. Seconded by Commissioner Simms.

Discussion:

- Commissioner Cipperly indicated there is a compelling argument for a hardship that isn't financial or of convenience.
- Commissioner Cowan indicated there should be a goal for the best use of the parcels and should be a consideration.

Chairperson Waller called the item to question. Motion passes with a vote of 4-2. Commissioners Connerton, Houghton, Simms, and Cowan voting in favor, and Commissioners Cipperly and Waller

against.

Action Item 2

This item was removed by the applicant, and the encroachment will be modified to conforming status and addressed at Final Plat

Action Item 3

Commissioner Connerton motions to approve the variance request for Action Item #3, contrary to the staff report recommendation for denial. Noting staff findings for items 1, 2, 3, 4, 6, and 7 in the staff report indicate compliance to the Municipal Code. Regarding #5, it does demonstrate hardship not related to convenience or financial burden due to the fact they didn't create this, it is a 60 year old problem, that they are unable to use the property for what we intend now for code, and that creates an undue hardship for them to rectify this. Seconded by Commissioner Cowan.

Discussion: Commissioner Cipperly noted we have approved rear yard setback variances, and we approved the first action item tonight, though it is a financial convenience, but I want to see lots cleaned up as the applicant has described.

Chairperson Waller called the item to question. Motion passes unanimously 6-0.

6. Commissioner Comments

- Commissioner Houghton is encouraging all to vote in the upcoming election.
- Commissioner Connerton is appreciative of Staff's work on the Code amendment work.
- Commissioner Cipperly inquired about site work on Midland near Petco. Staff indicated it is a City lift station project which is not subject disturbance requirements and but not exempt from storm water quality standards
- Commissioner Simms inquired to process and procedure changes connected to the April election item.
- Commissioner Cowan suggested we revisit guidelines and rules for procedure. Assistant City Attorney Richard Cremer-Petterson indicated he will work with the Director to help put that in place.
- Commissioner Waller asked about the sewer improvements along 4-Mile Gould is working on. The Community Development Director will pass that inquiry along to Matt Langhorst and relay information to you.

7. Director Comments

Community Development Director Hannah Klausman thanked everyone for their work. City Council requested a work session with Planning and Zoning Commission regarding zoning. Reminded that P&Z still has two alternative positions available.

8. Adjournment

Meeting adjourned at 9:30PM.

Planning and Zoning Commission Report

Date: June 25, 2024
To: Planning & Zoning Commission
From: Emery Ellingson, Planner II
Subject: Planning File 09-24 Major Site and Architectural Plan and Variances

REQUEST	Consideration of a Major Site and Architectural plan for construction of a 96,000 square foot, 150 room hotel with associated variances for building height and external lighting.
APPLICANT	Glenwood H2S, LLC
OWNER	Glenwood Meadows LLC
LOCATION	Glenwood Meadows No. 3 Subdivision, Lot 10C (PIN# 2185-081-39-003) (Glenwood Meadows)
ZONE	RE Resort Zoning District
SURROUNDING LAND USES	North: Midland Avenue right-of-way South: Lodging East: Lodging and Midland Avenue right-of-way West: Commercial, residential, mixed use, surface parking
LOT SIZE	4.512 acres

ACTION ITEM

Per Section 070.060.070 of the *Glenwood Springs Municipal Code* (Code), the Planning and Zoning Commission (Commission) is the recommending body for a Major Site and Architectural Plan, as the City Council is the deciding body for that application type. The Planning and Zoning Commission is the deciding body for Variance applications. The requested variances and staff recommendations are as follows:

Action 1 – Major Site and Architectural Plan – to consider recommendation of approval for a Major Site and Architectural Plan for construction of a 96,000 square foot, 150 room hotel.

Staff recommendation: *Staff recommends **approval** of the Major Site and Architectural Plan with the findings and conditions on page 12 through 14.*

Action 2 – Variance Request – to consider approval of variance for relief from *Glenwood Meadows Development Standards, Chapter 9 Section D(1)(3)(A) Building Height* to allow a maximum height of a building to exceed 45’ by up to 9’ for a total allowed height of 54’ from finished grade.

Staff recommendation: *Staff recommends approval of the Variance Request with the findings and conditions on page 12 through 14.*

Action 3– Variance Request – to consider approval of variance for relief from *Municipal Code Section 070.040.100(f)(4) Surface Parking Area Lighting* for exceeding maximum light level at grade as described in *Table 040.11 Parking Area Lighting Standards and Table 040.10 Maximum Lighting Trespass Levels* for illumination allowed in Lighting District 2 and to allow lighting levels to be no higher than those allowed in Lighting District 1 which includes a limit of 7 foot candles within a parking area.

Staff recommendation: *Staff recommends approval of the Variance Request with the findings and conditions on page 12 through 14.*

BACKGROUND

Project Summary

The applicant Glenwood H2S has submitted a Major Site and Architectural Plan application for the development of a 96,000 square foot hotel with 150 rooms. The room offerings will include both king and double queen rooms with 1- and 2-bedroom suite options, and other amenities including an outdoor pool, picnic space, and meeting space on the ground floor level.

Prior to application submittal, the applicant held a pre-application meeting according to 070.060.030(c), which is a required step for any Major Site and Architectural Plan application. Notice of the meeting was sent to all neighboring property owners within 300’ and the summary of this meeting is included in the packet.

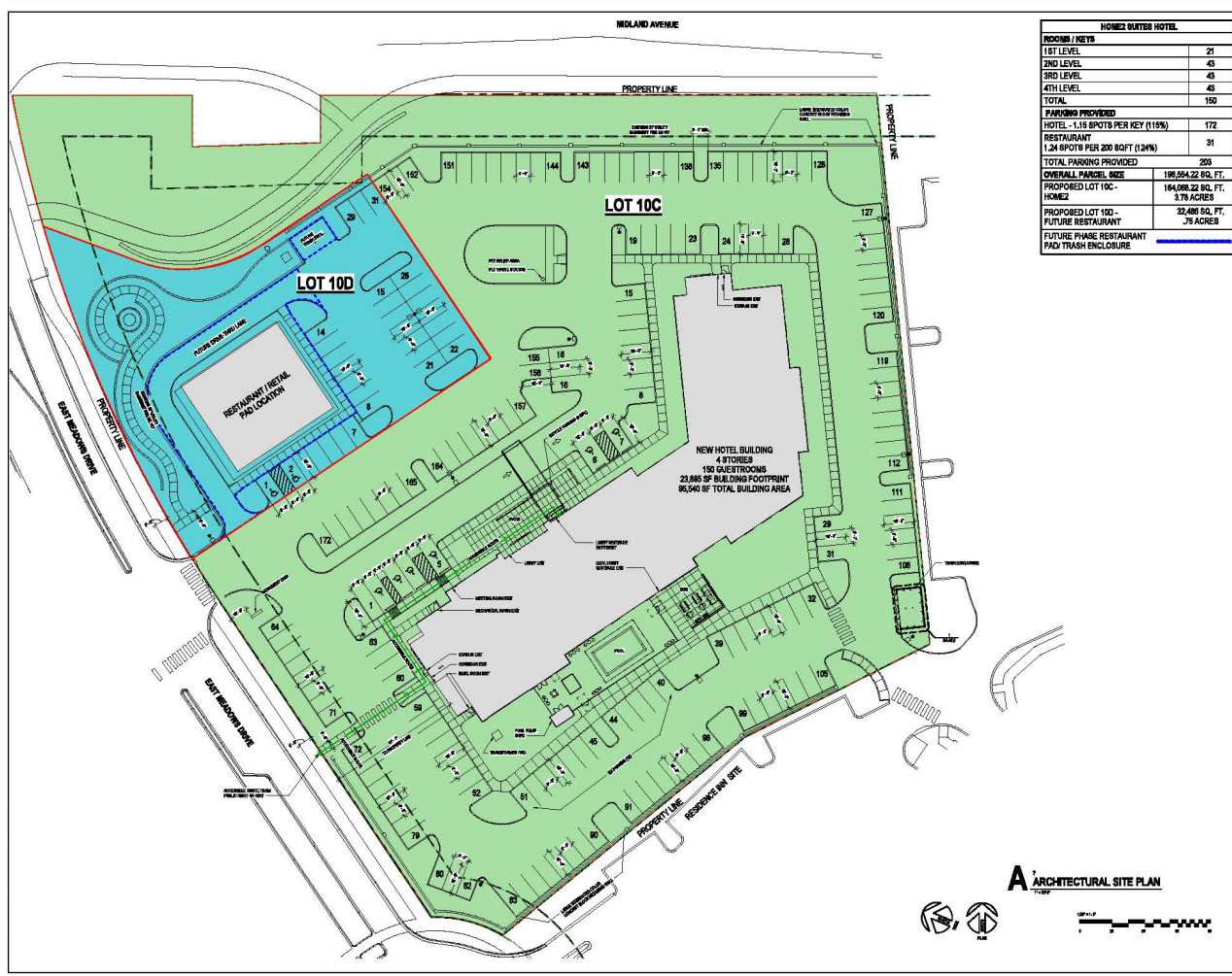
In addition, to the Major Site and Architectural Plan application, the applicant has also proposed a future minor subdivision to split the lot into two parcels. The larger parcel (Lot 10C) is proposed for the hotel, while the resulting smaller parcel (Lot 10D) would contain a landscaped parking area, pedestrian connection, and community amenity space. The applicant has identified a future possible use of the parcel as a restaurant, for which a future approval and application would be required. The minor subdivision would be an administratively reviewed application so even though the Planning and Zoning Commission will not be reviewing or approving the subdivision of the lot, this development concept was reviewed as separate lots. Staff has proposed as a condition of approval (Condition 7b) that the applicant submit a minor subdivision application prior to building permit submittal.

This application also includes several variance requests related to building height and exterior lighting which are further described in this report.

LOCATION

The property is in Glenwood Meadows, an area which was annexed by the City of Glenwood Springs in 2002. This annexation included a Development and Zoning Plan (Plan) that organizes the development into different tracts with intended uses for residential, commercial, mixed use, and hospitality uses. The subject property is located within Lot 10 which is designated as a C-4 Hospitality Use. Please see Appendix A and B for zoning and concept maps of Glenwood Meadows. The Glenwood Meadows Development Plan, just like the Development Code, designates zones, establishes allowed uses, and provides corresponding design standards, which have been used to review this application. However, it is also important to clarify that even though there is a specific Glenwood Meadows Zoning Plan, this does not negate the underlying base zoning of the property, which is RE Resort Zoning District. For some items, such as exterior lighting and off-street parking requirements, the Glenwood Meadows Development Plan refers to Development Code standards and zoning designation.

SITE PLAN



PROJECT ANALYSIS

This application has been reviewed according to the Glenwood Meadows Development Plan. Below is a summary table of design elements and the corresponding standards per the Glenwood Meadows Development Plan.

TABLE 1: SUMMARY OF STANDARDS			
	<i>Standard</i>	<i>Proposed</i>	<i>Meets requirement?</i>
Maximum Building Height	45'	54'	No
Setbacks	Midland Avenue: 25" Side/Rear: 0'	Midland Avenue: exceeds 25' Side/Rear: Varies	Yes
Building Lot Coverage	No specific threshold	14.5%	N/A
Off-Street Parking Required	Lot 10C: 150	Lot 10C: 172	Lot 10C: Yes
	Lot 10D: n/a	Lot 10D: 31	Lot 10D: Yes
Open Space	Lot 10C: 49,220 sf (30%)	Lot 10C: 49,551 sf (30.2%)	Lot 10C: Yes
	Lot 10D: 9,745.8 sf (30%)	Lot 10D: 9,929 sf (30.5%)	Lot 10D: Yes
Landscaping*	Lot 10C: 50 trees Lot 10C: 197 shrubs	Lot 10C: 107 trees* Lot 10C: 658 shrubs	Yes
	Lot 10D: 30 trees Lot 10D: 131 shrubs	Lot 10D: 30 trees* Lot 10D: 162 shrubs	Yes
Community Amenity Space	1,911 sf	2,800 sf	Yes

*Per comments from Public Works, this amount would be reduced to 24 when with removal of trees in the planting strip for Lot 10D and would be reduced to 99 for Lot 10C.

Allowed Uses

Within the C-4 Hospitality Zone, hotels are an approved use under the Glenwood Springs Zoning and Development Plan. This zone also allows auto parking as an approved use, which would be the primary use of Lot D, until a future restaurant use, or other use is established.

Setbacks

The Glenwood Meadows Development Plan has flexible setback standards for the C-4 Hospitality Zone which require a setback from adjacent uses of 20' and allow for no minimum side or rear setbacks. The proposed siting of the hotel structure does not encroach on any setbacks.

Future Phasing and Future Proposed Uses

The applicant has indicated a desired future use of Lot D to be a restaurant with a drive through. The plans show this area as a landscaped area, and this is how it will be reviewed for the purposes of this application. If an applicant wished to develop a drive through restaurant on this site, they would be required to submit the applicable land use and building permits and meet all standards for items such as off-street parking, landscaping, and open areas. In addition, they would also need to amend the Glenwood Meadows Development Plan to allow drive through restaurants, as that use is currently prohibited within the C-4 Hospitality Zone.

Building Height

The Glenwood Meadows Development and Zoning Plan sets a maximum building height of 45' for buildings within the C-4 Hospitality Zone. The proposed building is between 50' and 54' in height

depending on elevation, which will require a variance from the standards of the Glenwood Meadows Development and Zoning Plan. For reference, the height limit within the RE base zoning district is 60’.

Exterior Lighting

The Glenwood Meadows Development Plan states that “*all development shall be in compliance with the City of Glenwood Spring’s Lighting Standards or comparable document as provided by the City*”. Section 070.040.100 Exterior Lighting establishes standards for all exterior lighting. Each zoning district in the City falls into one of three lighting districts as shown in Table 2 below. Please see Appendix C for a corresponding map of lighting districts in Glenwood Meadows.

TABLE 2: LIGHTING DISTRICTS	
Lighting District 1	CO, M1, M3, I1, I2, and IN zoning districts
Lighting District 2	RH, RT, M2, and RE zoning districts
Lighting District 3	RR, RL, RM1, RM2, and HP zoning districts

Lighting districts establish maximum light levels allowed on a property as well as what is allowed to trespass onto a neighboring property. These levels are measured in foot-candles and the standards also regulate minimum and maximum amounts which are allowed within a parking lot. The table below, referred to as Table 040.11 Parking Area Lighting Standards in Code, shows the lighting levels allowed by the lighting district.

TABLE 3: PARKING AREA LIGHTING STANDARDS			
<i>Lighting District</i>	<i>Mounting Ht.</i>	<i>Min. light level at grade</i>	<i>Max. light level at grade</i>
District 1	35 feet	0.7 fc	7 fc
District 2	20 feet	0.3 fc	3 fc
District 3	Not allowed. Public or quasi-public facilities shall comply with District 2 standards		

It is important to recognize that lighting standards set both minimum and maximum standards to strike a balance between providing sufficient lighting for safety without creating a potential lighting nuisance. The Lighting Plan included in the application has several areas where parking area light levels exceed 3.0-foot-candles, the maximum amount allowed in Lighting District 2. There are also two areas which exceed the levels allowed in Lighting District 1 for a parking lot, which is 7.0-foot candles. Lighting Districts also establish the maximum levels of light trespass, which refers to the amount of light extending over the property line. The table below, referred to as Table 040.11 Maximum Lighting Trespass Levels, shows the lighting trespass levels allowed in each lighting district.

TABLE 4: MAXIMUM LIGHTING TRESPASS LEVELS		
<i>Lighting District</i>	<i>Max. Light level at property line</i>	<i>Max. light 10’ from property line</i>
District 1	5.0 fc	3.0 fc
District 2	0.5 fc	0.2 fc
District 3	0.3 fc	0.1 fc

The intent of this regulation is to limit the amount of light spilling over onto neighboring properties. The limit of Lighting District 2 at the property line is 0.5-foot candles and there are several areas as shown on the Lighting Plan where the foot-candles exceed the limit. If this property were located in Lighting District 1, the light trespass levels would actually be beneath the maximum levels.

Community Amenity Space

The Glenwood Meadows Development and Zoning Plan requires a minimum of 1,000 square feet of outdoor shared community amenity space per 50,000 square feet of commercial building area or a

percentage thereof. For the commercial building area proposed (95,540 sf), this equates to 1,911 square feet of community amenity space. The applicant has proposed a 2,800 square foot community amenity space in the form of a walking path and garden and plaza. The future proposed subdivision does not affect this space because this space is intended to be a shared community amenity and does not have to necessarily occur on the subject parcel of the commercial building area. The proposed area has also been designed to meet the requirement with a future build out on Lot 10D.

Off-Street Parking

The Glenwood Meadows Development Plan states that “parking quantities shall be no less than current city requirements, unless specifically noted otherwise.” City Development Code requires hotel uses to provide one off street parking space per guest room, which results in 150 parking spaces being required on Lot 10C. Plans indicate that there will be 172 parking spaces, which meets the requirement. Lot 10D’s primary use of auto parking does not have a required amount of parking. If Lot 10D were ever developed, it would be required to meet off-street parking requirements for its future use. For reference, parking requirements for a restaurant are one space per 200 square feet, which with that number of spaces could accommodate a restaurant up to 6,200 square feet in size. The plans also indicate nine bicycle parking spaces, which meet the requirements.

Open Space/Landscaping

Glenwood Meadows Development Plan requires 30% of the lot to be open space and both lots meet that minimum requirement. The total plantings are based on this required amount at the rate of 1 tree per 1,000 square feet of open space and 4 shrubs per 1,000 square feet. The proposed plantings meet the minimum requirements.

Streetscape Landscaping

The Glenwood Meadows Development Plan requires a landscaped areas between the curb and adjacent property line, which would be the area between Meadows Drive and the sidewalk, however the submitted application shows an area with only river cobble between curb and sidewalk. This reflects a request from Public Works Department to not install any irrigation in the planting strip area between curb and sidewalk due to concerns of water damaging Meadows Drive as has occurred elsewhere in the development. The landscape plans show 8 trees in the planting strip for Lot 10C and 6 for Lot 10D. If these were removed, Lot 10D would technically have a shortfall of landscaping for trees while Lot 10C, the hotel site, would still exceed the required number of trees by 49 trees.

Signage

The application drawings show wall signage on the elevations and the site and landscaping plans depict a freestanding monument sign. Signage is not an aspect of this application and should be separately evaluated at the time of construction with an administratively approved sign permit application.

MAJOR SITE AND ARCHITECTURAL PLAN CRITERIA

The Commission shall use the criteria below in the review of this application.

ACTION ITEM 1: MAJOR SITE AND ARCHITECTURAL PLAN CRITERIA	
To consider recommendation of approval for a Major Site and Architectural Plan for construction of a 96,000 square foot, 150 room hotel.	
✓	The site and architectural plan is consistent with the general purpose and intent of this Code;
✓	The site and architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
✓	The site and architectural plan is consistent with any previously approved plat, P.U.D., or any other precedent land use approval; and
✓	The site and architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

1. The site and architectural plan is consistent with the general purpose and intent of this Code.

The site and architectural plan is consistent with the general purpose and intent of this Code. The C-4 Hospitality Zone is intended for hotel type uses and the RE Zoning District is intended to accommodate high-intensity commercial development with flexibility to accommodate resort development, which aptly describes the proposed development.

2. The site and architectural plan is consistent with the dimensional, design, development, and all other standards of this Code

The site and architectural plan is consistent with the dimensional, design, development and all other standards of this Code, with the exception of the variance requests to exceed exterior lighting levels in a parking lot area in Lighting District Two allowed by Glenwood Springs Development Code and to exceed the maximum building of 45' described in the Glenwood Meadows Development Plan.

3. The site and architectural plan is consistent with any previously approved plat, P.U.D., or any other precedent land use approval; and

This plan is consistent with precedent land use approvals. The precedent land use approval was the Glenwood Meadows Annexation and Development Plan which designated this area to be intended for hospitality uses. The proposed use of Lot 10D as a parking area is also consistent with precedent approvals, as it is an approved use in the C-4 Hospitality Zone.

4. The site and architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

The site and architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans. This includes the following policy and action goals from the Comprehensive Plan.

- **Comprehensive Plan Policy 3.1 Retain Glenwood Springs' role as a regional commercial hub**

Development of an additional hotel within Glenwood Meadows, a regional mixed use and commercial center, helps to enhance and retain Glenwood Springs' role as a regional commercial hub

- **Comprehensive Plan Action 3.6.F. Retain, enhance, and expand the long-standing diverse and sustainable tourist market.** Development of the hotel, with its suite offerings, will expand and enhance the lodging options for visitors.
- **Comprehensive Policy 6.1 Direct growth to areas where utilities and services can be provided efficiently.** The proposed development is in Glenwood Meadows, which has existing infrastructure to support the growth, including a recently constructed lift station.

VARIANCE APPROVAL CRITERIA

There are seven criteria for variance approval, all of which must be met. Analysis of the criteria for each item below:

ACTION ITEM 2: VARIANCE CRITERIA

Action 2 – Variance Request – to consider approval of variance for relief from *Glenwood Meadows Development Standards, Chapter 9 Section D(1)(3)(A) Building Height* to allow a maximum height of a building to exceed 45’ by up to 9’ for a total allowed height of 54’ from finished grade.

✓	The Subject property has exceptional shape, topography, building configuration, or other exceptional site condition that is not a general condition throughout the zone district
✓	The strict application of the Code standards for which a variance is sought would produce undue hardship
✓	The applicant did not create the hardship by his/her own actions
✓	The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought
✓	The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden
✓	The variance request will not violate building or fire code requirements
✓	The variance is the minimum variance that will afford relief of the subject standards of the Code.

1. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district

The subject property is exceptional because the C-4 Hospitality has a specific height limit, which is different than other zones within Glenwood Meadows. The general development standards do not designate height limits and other zones with Glenwood Meadows are more flexible in their height requirements. For example, neither the Mixed Use (C-1) Zone nor the Commercial (C-2) Zone have specific height limits. In addition, if this property were located elsewhere in the City, the proposed height limit would be within the limits of the RE Resort Zoning District which is 60’ as opposed to 45’. Of the two adjacent hotels, one is less than 45’ from grade while the other was approved at approximately 50’ grade, with the height including the parapet walls.

2. The strict application of the Code standards for which a variance is sought would produce undue hardship.

Hardship, as defined by Code, is a condition by which the property in question cannot be put to reasonable use under existing regulations. In this case, strict application of standards produces undue hardship for the following reasons:

- It is reasonable to assume that the intent of the 45' cap was to limit a building to four stories. The applicant has proposed a four-story building and is not looking to utilize the extra height to fit in an extra floor.
- The C-4 Hospitality Zone Standards do not discourage taller buildings, as Section D(3)(B) states that *"a variety of heights within the zone are encouraged. In addition, the use of height to create a focal point or prominent structure within the zone is encouraged."*
- The two other hotels in this zone also exceed 45' in height which means that this proposed height of 54' would not be incompatible with neighboring structures.

Therefore, given these reasons, staff find that strict application of the Code (Glenwood Meadows Development Plan) would produce undue hardship. If the additional height was used to fit in an extra story, which would contradict the intent of the height limit, staff would not find it an undue hardship.

3. The applicant did not create the hardship by his/her own actions

The applicant has spent time creating designs which do not meet the limits as described by the Glenwood Meadows Development Plan. However, the applicant has designed a structure, which at four stories, meets the intent of the height regulation and only slightly exceeds the height limit. The applicant is also seeking to design a building which fits in with neighboring buildings, which also exceeds the height limit.

4. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought.

The variance requested does not harm the public. As stated, the variance requested does not impair the intent of the Code as the hotel, whether 45' or 51' in height, would still be a four-story hotel. The additional height has also been used to meet other design standards such as creating breaks in the roofline.

5. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden.

The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden. It is not a convenience or a financial burden to build to the desired form (four stories) with a larger dimension. If anything, this represents an additional financial cost to the applicant.

6. The variance request will not violate building or fire code requirements.

The requested variances would not violate building or fire code requirements. Building and Fire approval of Final Plans and Building Plans would be required prior to any construction.

7. The variance is the minimum variance that will afford relief of the subject standards of the Code.

The variance is the minimum variance that would afford relief of the subject standards of the Code. The proposed height is comparable to neighboring hotels and results in a four-story building which meets all other design standards for non-residential buildings per the Glenwood Meadows Development Plan.

ACTION ITEM 3: VARIANCE CRITERIA

To consider approval of variance for relief from *Municipal Code Section 070.040.100(f)(4) Surface Parking Area Lighting* for exceeding maximum light level at grade as described in *Table 040.11 Parking Area Lighting Standards and Table 040.10 Maximum Lighting Trespass Levels* for illumination allowed in Lighting District 2 and to allow lighting levels to be no higher than those allowed in Lighting District 1 which includes a limit of 7-foot candles within a parking area.

✓	The Subject property has exceptional shape, topography, building configuration, or other exceptional site condition that is not a general condition throughout the zone district
✓	The strict application of the Code standards for which a variance is sought would produce undue hardship
✓	The applicant did not create the hardship by his/her own actions
✓	The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought
✓	The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden
✓	The variance request will not violate building or fire code requirements
✓	The variance is the minimum variance that will afford relief of the subject standards of the Code.

- 1. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district**
The subject property does have exceptional shape, topography, building configuration, or other exceptional site condition that is not a general condition throughout the zone district. This is the only RE Resort Zoning District parcel which is part of a larger commercial shopping district which has a mixture of lighting allowances.
- 2. The strict application of the Code standards for which a variance is sought would produce undue hardship**
The strict application of the Code standards for which the variance is sought does produce undue hardship. The proposed lighting plan intends to provide for the safety of hotel guests and if located within Lighting District 1 would be well beneath the limits. The reason this property is within Lighting District 2 is because lighting districts are designated by zoning district. However, this property's location in Glenwood Meadows, a large commercial shopping district makes it more similar to the areas covered by Lighting District 1 as opposed to Lighting District 2 which includes the RH and RT residential zoning districts.
- 3. The applicant did not create the hardship by his/her own actions**
The applicant has created the hardship through the proposed lighting design which results in output exceeding allowed limits. However, the applicant has no control over the fact that zoning districts control lighting district designation and that this particular RE Resort Zoning parcel's location and use align more closely with Lighting District 1. The applicant has also designed the lighting in a way which would be within limits if located in Lighting District 1.
- 4. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought**

Depending on the amount and situation, lighting levels can be harmful to the public. Parking lot lighting is important for safety and for this reason, Code stipulates minimum lighting levels for parking areas. At the same time, excessive lighting can be a nuisance to neighbors and for this reason the Code also sets maximum lighting levels for parking areas. However, given the context of this site and its proximity to higher lighting levels present in neighboring properties in Lighting District 1 and an illuminated railyard, staff finds that this level of lighting does not harm the public.

5. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden

The variance request does demonstrate exceptional hardship not related to purposes of convenience or financial burden because the context of this property is more similar to Lighting District 1 as opposed to Lighting District 2. A hotel use is not even an approved use in two of the four zoning districts which comprise Lighting District 2 so it is reasonable that a hotel located in a commercial shopping center would have higher levels of illumination. Ultimately, seeking to provide illumination at levels similar to neighboring properties in order to provide adequate lighting to ensure the safety of visitors is not merely a convenience or an avoidance of a financial burden by applicant.

6. The variance request will not violate building or fire code requirements.

The requested variances would not violate building or fire code requirements.

7. The variance is the minimum variance that will afford relief of the subject standards of the Code.

The variance is the minimum variance that would afford relief of the subject standards of the Code. The proposed lighting levels only slightly exceed the limits of Lighting District 2 and would be within the amounts allowed by Lighting District 1. However, there are areas within the parking lot which exceed the 7-foot candle limit in District 1 and a condition of approval is that the applicant reduce any area which exceeds the lighting limits of District 1.

REVIEWING AGENCY COMMENTS

The following agencies have provided these comments:

Engineering Department: The proposed sidewalk should be designed around the northeast quadrant of the roundabout to connect to the pedestrian ramp where it exists today. If possible, the ramp should be removed and replaced at the time of construction and full design details to be included at the time of Final Plans application. This has been included as a condition of approval.

Fire Department: Fire Department anticipates further review during

Public Works Department: Requested that applicant not utilize landscaping on planting strip between sidewalk and East Meadows due to concerns over effect of irrigation system in proximity to the road. Applicant will coordinate with Public Works Department for appropriate cover materials.

Electric Department: Requested additional information on number and type of any proposed electric charging stations which would be submitted during Final Plans review.

PUBLIC COMMENT

No public comment has been received.

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

The Planning and Zoning Commission may recommend approval, recommend approval with conditions, or recommend denial of the major site/architectural plan. The Planning and Zoning Commission may approve, approve with conditions, or deny the variance applications. The following conditions are suggested.

Suggested Conditions

1. The applicant shall comply with/address all Glenwood Springs Municipal Code and Glenwood Meadows Development Plan related City staff comments prior to submittal of any future development permit (including but not limited to a Final Plans review) application.
2. The Applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein.
3. Any future changes or improvements to signage are subject to review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code
4. Except where specific variances have been granted, the construction shall comply with Municipal Code requirements.
5. Applicant to coordinate with City on installation of ground cover for planting strip between Meadows Drive and the sidewalk per Public Works Department request to not install an irrigated planting strip in this area.
6. Prior to submitting a Final Plans applicant, the applicant shall:
 - a. Revise lighting plan to ensure compliance with parking lot lighting standards for District 1 which limits illumination to a maximum of 7.0-foot candles.
7. Prior to submitting a building permit or grading permit application, the applicant shall:
 - a. Submit a Final Plans review application in accordance with Municipal Code Section 070.060.050(c) and receive approval
 - b. Submit a Minor Subdivision application for division of property into two parcels with boundaries as described in this application in accordance with Municipal Code Section 070.060.060(a).
 - c. Enter into a development agreement with the City which shall be recorded with the Garfield County Clerk and Recorder, applicant to pay recording costs.

- d. Submit an engineer's estimate of all public improvements and submit a financial security for any required improvement not yet completed.
8. Approval of any signage shall require submittal and approval of a sign permit and shall comply with all applicable requirements of Municipal Code and the Glenwood Meadows Development Plan.

ACTION 1 – Major Site and Architectural Plan – To consider recommendation of approval for a Major Site and Architectural Plan.

Staff Recommendation

Staff recommends a **recommendation for approval** of the Major Site and Architectural Plan with the following **findings**:

Suggested Findings:

1. The site/architectural plan is consistent with the general purpose and intent of this Code.
2. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is consistent with any previously approved, plat, PUD, or any precedent land use approval; and
4. The site/architectural plan is consistent with the Comprehensive Plan and any other precedent land use approval.

ACTION 2 – Variance Request – To consider approval of a variance for relief from *Glenwood Meadows Development Standards, Chapter 9 Section D(1)(3)(A) Building Height* to allow a maximum height of a built to exceed 45' by up to 9' for a total allowed Height of 54' from finished grade.

Staff Recommendation/Suggested Motion

Staff recommends **approval** of the Variance Request with the following **findings**:

Suggested Findings:

1. The subject property ***does have*** an exceptional shape, topography, building configuration, or other exceptional site condition that is not a general condition throughout the zone district.
2. The strict application of the Code standards for which a variance is sought ***would*** produce undue hardship.
3. The applicant has ***not*** had a part in the creation of the hardship by their own actions.
4. The variance requested ***does not*** harm the public and ***does not*** impair the intent or purposes of this Code, goals, and policies including the specific regulation for which the variance is sought.
5. The variance request ***does demonstrate*** exceptional hardship not related to purposes or convenience or financial burden.
6. The variance request ***will not*** violate building or fire code requirements; and

7. The variance *is* the minimum variance that will afford relief of the subject standards of the Code.

ACTION 3 – Variance Request – To consider approval of variance for relief from *Municipal Code Section 070.040.100(f)(4) Surface Parking Area Lighting* for exceeding maximum light level at grade as described in *Table 040.11 Parking Area Lighting Standards* and *Table 040.10 Maximum Lighting Trespass Levels* for illumination allowed in Lighting District 2 and to allow lighting levels to be no higher than those allowed in Lighting District 1 which includes an illumination limit of 7-foot candles within a parking area.

Staff Recommendation/Suggested Motion

Staff recommends **approval** of the Variance Request with the following **findings**:

Suggested Findings:

1. The subject property *does have* an exceptional shape, topography, building configuration, or other exceptional site condition that is not a general condition throughout the zone district.
2. The strict application of the Code standards for which a variance is sought *would* produce undue hardship.
3. The applicant has *not* had a part in the creation of the hardship by their own actions.
4. The variance requested *does not* harm the public and *does not* impair the intent or purposes of this Code, goals, and policies including the specific regulation for which the variance is sought.
5. The variance request *does demonstrate* exceptional hardship not related to purposes or convenience or financial burden.
6. The variance request *will not* violate building or fire code requirements; and
7. The variance *is* the minimum variance that will afford relief of the subject standards of the Code.

Alternative Motion

*** If the Planning and Zoning Commission finds this application to meet all seven criteria for variance approval, an alternative motion for approval shall be based on the application meeting all seven of the variance criteria. An approval motion must be supported with information supporting how the application meets all the criteria. An example motion shown below:

MOTION TO APPROVE/DENY

Action A:

Consideration of code amendments, I move to **APPROVE/DENY** finding that -

1. The site/architectural plan is consistent with the general purpose and intent of this Code;
2. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is consistent with any previously approved, plat, PUD, or any precedent land use approval; and
4. The site/architectural plan is consistent with the Comprehensive Plan and any other precedent land use approval.

Action 2/3:

Consideration of code amendments, I move to **APPROVE/DENY** finding that -

1. The subject property ***does have/does not have*** an exceptional shape, topography, building configuration, or other exceptional site condition that is not a general condition throughout the zone district.
2. The strict application of the Code standards for which a variance is sought ***would/would not*** produce undue hardship.
3. The applicant ***has not had/has had*** a part in the creation of the hardship by their own actions.
4. The variance requested ***does not/does*** harm the public and ***does not/does*** impair the intent or purposes of this Code, goals, and policies including the specific regulation for which the variance is sought.
5. The variance request ***does demonstrate/does not demonstrate*** exceptional hardship not related to purposes or convenience or financial burden.
6. The variance request ***will not/will*** violate building or fire code requirements; and
7. The variance ***is/is not*** the minimum variance that will afford relief of the subject standards of the Code.



LAND USE APPLICATION

City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

Ordinance Amendments		Development Permits	
☐	Rezoning	☐	Site/Architectural Plan Review
☐	Rezoning to Planned Unit Development (PUD)	☐	Administrative
☐	Annexation	☐	Minor
☐	Condominiumization	☒	Major
☐	Annexation	☐	Master Plan
☐	Street Vacation	☐	Construction Plans
		☐	Location & Extent
Subdivisions		☐	Right of Way Encroachment License
☐	Minor Subdivision	☐	Floodplain Development Permit
☐	Preliminary Plat	☐	Special Use Permit
☐	Final Plat	Flexibility and Relief Procedures	
☐	Vacation of Right-of-Way	☐	Variance
		☐	Administrative Adjustment
Other Land Use Applications		☐	Appeal
☐	Outdoor Seating		

Applicant/Property Owner Information:			
Applicant		Owner	
Glenwood H2S, LLC (Mark Lionberger)		Glenwood Meadows, LLC (Mike Maple)	
Relationship to Owner		Owner	
Director of Hospitality Development			
Applicant Address		Owner Address	
Glenwood H2S, LLC	c/o Copford Capital Management, LLC, 4949 S. Niagara St., Suite 300, Denver, Colorado 80231	Glenwood Meadows, LLC	710 E. Durant Ave., Ste. W-6, Aspen, Colorado 81611
Phone (303) 638-1839	Email Address: mlionberger@stonedevco.com	Phone (970) 925-9046	Email Address mmaple@dunrene.com

Property Information:	
Address	Parcel Number
TBD	Record # 767656
Subdivision	Lot and Block Number
Glenwood Meadows	Lot 10C - Glenwood Meadows No. 3
Zone District RE - Resort	Existing Land Use - Open Land

General Project Description:
This project is to design and build a 4-story, 150 key, Home2 Suites hotel on the majority of the site. This facility will provide king, double queen, 1-bedroom and 2-bedroom suite options along with an outdoor pool and grilling/picnic space for guests. There will also be a subdivided meeting space on the first floor.

Signatures:	
The owner or applicant must be present at the hearing. All public hearings must be properly noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the	Applicant
	Owner
	Date
	Date

Glenwood meadows, LLC

application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.		
	Owner	Date

June 12, 2024

Emery Ellingson
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601

Re: Home2 Suites - Glenwood Springs, CO – Project Narrative/Description
(Lot 10C- Glenwood Meadows No. 3)

Dear Emery (or to whom it may concern):

This project for Lot 10C of Glenwood Meadows No. 3 entails subdividing the lot into two parcels. The larger parcel (labeled lot 10c on LP plan sheets) is for the hotel building and the smaller, remaining pad-ready parcel (labeled lot 10d on LP plan sheets) will be reserved for a future restaurant site with a potential drive-thru lane. Both parcels will feature surface-level parking and pedestrian sidewalks that meet applicable development guidelines. Formal variance requests are included for review and approval to allow increased site lighting levels and a greater building height.

The site and landscape plans illustrate a proposed community/public art amenity in the northwest corner of the site. The client's intent is to install an appealing arrangement similar to the art amenity currently maintained by the neighboring Courtyard Hotel. The plan will be for the hotel to maintain this amenity.

The new 96,000 SF hotel project noted above consists of four stories with the aforementioned surface parking to serve the facility. It will be protected throughout with an automatic sprinkler system (per NFPA 13) under an ordinary hazard classification, as well as smoke detection system, fire alarm system, and a standpipe system. The planned construction type is V-A. The building height, number of stories, means of egress, occupancy, allowable areas and accessibility features will all be designed in compliance of all applicable codes and regulations.

The first floor of the hotel contains common spaces, such as the registration desk, a breakfast area, and associated kitchen. Support spaces such as laundry, public restrooms, business offices, and mechanical/electrical rooms are also housed on the first floor. Additionally, there are small meeting rooms, outdoor spaces for guest use, a fitness center, an outdoor pool and 21 guest rooms at ground level. On the upper floors – second through fourth – there are limited support spaces for linen storage, with the majority of the floors being dedicated to guest rooms (129) and circulation. The total guest room count will be 150.

The structural system for the project will be primarily wood including TJI floor/ceiling/roof joists, with limited steel components where required for span lengths (such as in the double volume lobby space) and a concrete slab-on-grade. Exterior wall construction will be comprised of wood framing and exterior

insulation finish system, highlighted with sustainable siding panels, stacked stone veneer and storefront glazing, at specific locations.

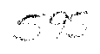
The mechanical system will be comprised of P-TAC units in the guestrooms and light commercial split system air conditioners for all Public and BOH areas of the First Floor. These will be cooling-only units with electric heat unless heat pumps are required to meet local energy requirements. The condensing units will be on the roof.

The stairs, elevator, and other shaft enclosures will be 2-hour fire rated assemblies, comprised of wood frame and concrete masonry unit (CMU) construction.

The plans, elevations, and other items in this application package demonstrate the client's intent to comply with all applicable codes and regulations, the city's goals, policies, plans as well as meeting any environmental and engineering requirements/standards.

Sincerely,

David W. Drescher, AIA



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1 of 6 R 31.00 D 706.51 GARFIELD COUNTY CO

Doc Fee: 706.51

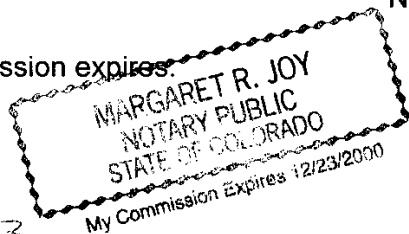
To have and to hold the Property unto Grantee, and its successors and assigns, forever. Grantor shall warrant and forever defend the title to the Property, except for the Permitted Exceptions, against all persons claiming by, through or under the Grantor.

GLENWOOD LAND COMPANY, LLC, a
Colorado limited liability company

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Witness my hand and official seal.

My commission expires.



Return to Tom Hartert
802 Grand
Bws. Co 81601

EXHIBIT A

PARCEL # 1

ALL THAT PROPERTY LOCATED IN THE NW1/4NW1/4 AND E1/2NW1/4 OF SECTION 8; THAT PORTION OF THE NE1/4 OF SAID SECTION 8 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF THE MIDLAND AVENUE RIGHT OF WAY AQUISITION; THAT PORTION OF THE W1/2NW1/4 OF SECTION 9 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION; THAT PORTION OF THE SE1/4 OF THE NW1/4 OF SAID SECTION 9 BEING TRIANGULAR IN SHAPE BOUNDED ON THE WEST BY THE WESTERLY LINE OF THE SE1/4NW1/4 OF SAID SECTION 9, ON THE NORTH BY THE SOUTHERLY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION AND ON THE SOUTH BY THE WEST LINE OF THE RED MOUNTAIN DRIVE RIGHT OF WAY; THAT PORTION OF THE S1/2S1/2 OF SECTION 5 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION; THAT PORTION OF THE SE1/4SE1/4 OF SECTION 6 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION AND THE DENVER & RIO GRANDE WESTERN RAILROAD RIGHT OF WAY; ALL LOCATED IN TOWNSHIP 6 SOUTH RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN. THE PROPERTY AS MENTIONED ABOVE BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS FOR ACREAGE AS FOLLOWS:

BEGINNING AT THE SOUTH EAST CORNER OF SAID SECTION 6; THENCE S. 75 DEGREES 55'37" W, A DISTANCE OF 1316.16 FEET ALONG THE SOUTHERLY LINE OF SAID SECTION 6 TO THE EAST 1/16 CORNER COMMON TO SAID SECTIONS 6 AND 7; THENCE N 01 DEGREES 07'55" E, A DISTANCE OF 1253.02 FEET ALONG THE WEST LINE OF THE SE1/4SE1/4 OF SAID SECTION 6 TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID DENVER RIO GRANDE WESTERN RAILROAD RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING (2) COURSES: THENCE N 86 DEGREES 20'11" E, A DISTANCE OF 58.27 FEET; THENCE N 83 DEGREES 38'11" E, A DISTANCE OF 480.07 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING (47) COURSES, THENCE S 44 DEGREES 35'36" E, A DISTANCE OF 72.53 FEET; THENCE S 53 DEGREES 05'31" E, A DISTANCE OF 232.27 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 580.98 FEET, HAVING A RADIUS OF 880.00 FEET, THE CHORD OF WHICH BEARS S 72 DEGREES 00'20" E, A DISTANCE OF 570.49 FEET; THENCE N 89 DEGREES 04'52" E, A DISTANCE OF 386.55 FEET; THENCE N 02 DEGREES 31'09" E, A DISTANCE OF 137.01 FEET; THENCE N 62 DEGREES 28'35" E, A DISTANCE OF 379.58 FEET; THENCE N 70 DEGREES 48'52" E, A DISTANCE OF 233.79 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT A DISTANCE OF 138.27 FEET, HAVING A RADIUS OF 400.00 FEET, THE CHORD OF WHICH BEARS N 80 DEGREES 43'03" E, A DISTANCE OF 137.58 FEET; THENCE S 89 DEGREES 22'47" E, A DISTANCE OF 220.22 FEET; THENCE S 04 DEGREES 05'51" W, A DISTANCE OF 84.94 FEET; THENCE S 88 DEGREES 21'25" E, A DISTANCE OF 29.12 FEET; THENCE N 84 DEGREES 12'24" E, A DISTANCE OF 200.33 FEET; THENCE N 13 DEGREES 23'18" E, A DISTANCE OF 18.04 FEET; THENCE S 79 DEGREES 22'12" E, A DISTANCE OF 693.85 FEET; THENCE S 15 DEGREES 25'14" W, A DISTANCE OF 81.35 FEET; THENCE S 72 DEGREES 50'58" E, A DISTANCE OF 30.90 FEET; THENCE S 87 DEGREES 49'17" E, A DISTANCE OF 164.69 FEET; THENCE N 47 DEGREES 19'34" E, A DISTANCE OF 37.65 FEET; THENCE S 74 DEGREES 59'10" E, A DISTANCE OF 294.83 FEET; THENCE S 08 DEGREES 06'53" E, A DISTANCE OF 62.58 FEET; THENCE S 77 DEGREES 46'27" E, A DISTANCE OF 150.75 FEET; THENCE N 14 DEGREES 20'16" E, A DISTANCE OF 62.19 FEET; THENCE S 79 DEGREES 08'31" E, A DISTANCE OF 369.05 FEET; THENCE S 18 DEGREES 40'31" E, A DISTANCE OF 29.17 FEET; THENCE S 66 DEGREES 03'20" E, A DISTANCE OF 143.01 FEET; THENCE N 25 DEGREES 40'28" E, A DISTANCE OF 42.89 FEET; THENCE S 74 DEGREES 19'33" E, A DISTANCE OF 339.00 FEET; THENCE S 76 DEGREES 23'22" E, A DISTANCE OF 559.87 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT A DISTANCE OF 1104.51 FEET, HAVING A RADIUS OF 1190.00 FEET, THE CHORD OF WHICH BEARS S 48 DEGREES 18'54" E, A DISTANCE OF 1065.29 FEET; THENCE S 21 DEGREES 43'32" E, A DISTANCE OF 179.06 FEET; THENCE S 68 DEGREES 16'28" W, A DISTANCE OF 31.36 FEET; THENCE S 23 DEGREES 26'58" E, A DISTANCE OF 78.05 FEET; THENCE N 68 DEGREES 16'28" E, A DISTANCE OF 29.01 FEET; THENCE S 21 DEGREES 43'32" E, A DISTANCE OF 764.09 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 272.23 FEET, HAVING A RADIUS OF 1165.00 FEET, THE CHORD OF WHICH BEARS S 28 DEGREES 25'10" E, A DISTANCE OF 271.61 FEET; THENCE S 35 DEGREES 06'49" E, A DISTANCE OF 21.42 FEET; THENCE S 54 DEGREES 53'11" W, A DISTANCE OF 22.69 FEET; THENCE S 41 DEGREES 40'06" E, A DISTANCE OF 43.30 FEET; THENCE N 54 DEGREES 53'11" E, A DISTANCE OF 17.75 FEET; THENCE S 30 DEGREES 38'49" E, A DISTANCE OF 271.57 FEET; THENCE S 41 DEGREES 04'38" E, A DISTANCE OF 291.31 FEET; THENCE S 23 DEGREES 28'47" E, A DISTANCE OF 143.44

GW230043

EXHIBIT A

FEET THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 95.96 FEET, HAVING A RADIUS OF 100.00 FEET, THE CHORD OF WHICH BEARS S 50 DEGREES 58'14" E, A DISTANCE OF 92.32 FEET; THENCE S 78 DEGREES 27'41" E, A DISTANCE OF 27.55 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT A DISTANCE OF 42.95 FEET, HAVING A RADIUS OF 200.00 FEET, THE CHORD OF WHICH BEARS S 72 DEGREES 18'32" E, A DISTANCE OF 42.87 FEET; THENCE S 50 DEGREES 13'26" E, A DISTANCE OF 131.37 FEET; THENCE S 43 DEGREES 26'37" E, A DISTANCE OF 220.95 FEET; THENCE S 54 DEGREES 38'36" E, A DISTANCE OF 373.46 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID RED MOUNTAIN DRIVE RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING (2) COURSES: THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 35.93 FEET, HAVING A RADIUS OF 124.00 FEET, THE CHORD OF WHICH BEARS S 32 DEGREES 55'06" W, A DISTANCE OF 35.80 FEET TO THE EAST LINE OF THE SW1/4NW1/4 OF SAID SECTION 9; THENCE ALONG SAID EAST LINE S 00 DEGREES 39'40" W, A DISTANCE OF 82.52 FEET TO THE CENTER WEST 1/16 CORNER OF SAID SECTION 9; THENCE LEAVING SAID RIGHT OF WAY AND ALONG THE EAST WEST CENTER LINE OF SAID SECTION 9 N 88 DEGREES 48'57" W, A DISTANCE OF 1318.50 FEET TO THE EAST 1/4 CORNER OF SAID SECTION 8; THENCE ALONG THE EAST WEST CENTER LINE OF SAID SECTION 8 N 89 DEGREES 15'16" W, A DISTANCE OF 2735.32 FEET TO THE CENTER 1/4 CORNER OF SAID SECTION 8; THENCE CONTINUING ALONG THE EAST WEST CENTER LINE OF SAID SECTION 8 N 89 DEGREES 15'16" W, A DISTANCE OF 1363.17 FEET TO THE CENTER WEST 1/16 CORNER OF SAID SECTION 8; THENCE ALONG THE WEST LINE OF THE SE1/4NW1/4 OF SAID SECTION 8 N 01 DEGREES 13'52" E, A DISTANCE OF 1360.08 FEET TO THE NW1/16 CORNER OF SAID SECTION 8; THENCE ALONG THE SOUTH LINE OF THE NW1/4NW1/4 OF SAID SECTION 8 N 88 DEGREES 45'05" W, A DISTANCE OF 1367.66 FEET TO THE N1/16 CORNER COMMON TO SAID SECTIONS 7 AND 8; THENCE ALONG THE WEST LINE TO THE NW CORNER OF SAID SECTION 8 N 01 DEGREES 04'56" E, A DISTANCE OF 1369.90 FEET, TO THE POINT OF BEGINNING.

PARCEL # 2

A PARCEL OF LAND SITUATED IN SECTIONS 5 AND 6, TOWNSHIP 6 SOUTH RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A CONCRETE RIGHT OF WAY MONUMENT FOUND ON THE SOUTHERLY RIGHT OF WAY OF THE DENVER AND RIO GRANDE WESTERN RAILROAD WHENCE THE BLM ALUM. CAP IN PLACE AND PROPERLY MARKED FOR THE SOUTHWEST CORNER OF SAID SECTION 5 BEARS S 23 DEGREES 29'57" W 1196.71 FEET; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY THE FOLLOWING (3) COURSES: THENCE S 83 DEGREES 38'11" W 901.40 FEET; THENCE N 82 DEGREES 19'49" W 103.10 FEET; THENCE S 83 DEGREES 38'11" W 7.05 FEET LEAVING SAID SOUTHERLY RIGHT OF WAY; THENCE ALONG THE NORTHERLY RIGHT OF WAY OF THE MIDLAND AVE. RIGHT OF WAY ACQUISITION THE FOLLOWING (8) COURSES: THENCE S 42 DEGREES 36'53" E 17.15 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 710.00 FEET AND AN ARC LENGTH OF 677.30 FEET, THE CHORD OF WHICH BEARS S 69 DEGREES 56'35" E 651.91 FEET. THENCE N 82 DEGREES 43'44" E 80.93 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 500.00 FEET AND AN ARC LENGTH OF 194.98 FEET, THE CHORD OF WHICH BEARS N 71 DEGREES 33'27" E 193.75 FEET; THENCE N 60 DEGREES 23'10" E 185.42 FEET; THENCE N 56 DEGREES 38'55" E 230.74 FEET; THENCE N 75 DEGREES 17'22" E 201.74 FEET; THENCE N 06 DEGREES 21'46" W 19.87 FEET LEAVING SAID NORTHERLY RIGHT OF WAY; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY THE FOLLOWING (3) COURSES: THENCE S 83 DEGREES 38'11" W 132.79 FEET; THENCE S 86 DEGREES 30'11" W 200.30 FEET; THENCE S 83 DEGREES 38'11" W 98.60 FEET TO THE POINT OF BEGINNING.

PARCEL # 3

A PARCEL OF LAND SITUATED SOUTHERLY OF THE DENVER & RIO GRANDE WESTERN RAILROAD (D&RGW) RIGHT OF WAY AND NORTHERLY OF THE MIDLAND AVENUE ACQUISITION RIGHT OF WAY (MIDLAND ROW), LOCATED IN THE SW1/4NW1/4 OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO, THE PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL WHENCE THE BRASS CAP FOUND AT THE CENTER WEST 1/16 CORNER OF SECTION 9 BEARS S 00 DEGREES 39'40" W 281.52 FEET; THENCE N 00 DEGREES 39'40" E 418.89 FEET; ALONG THE EASTERLY BOUNDARY OF SAID PARCEL ALSO BEING THE EASTERLY LINE OF THE SW1/4NW1/4 OF SAID SECTION 9 TO THE SOUTHERLY LINE OF SAID D&RGW RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE SAID RIGHT OF WAY THE FOLLOWING (4) COURSES; N 70 DEGREES 07'49" W 195.45 FEET; THENCE N 68 DEGREES 27'19" W 235.00 FEET; THENCE S 24 DEGREES 32'11" W 25.00

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EXHIBIT A

FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1507.40 FEET AND AN ARC DISTANCE OF 551.12 FEET, THE CHORD OF WHICH BEARS N 54 DEGREES 59'25" W 548.06 FEET; THENCE S 54 DEGREES 50'12" W 20.12 FEET ALONG THE WESTERLY BOUNDARY OF SAID PARCEL ALSO BEING THE NORTHERLY BOUNDARY OF THE MIDLAND ROW; THENCE SOUTHEASTERLY ALONG SAID NORTHERLY BONDARY THE FOLLOWING (10) COURSES; S 35 DEGREES 06'32" E 163.12 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 950.00 FEET AND AN ARC DISTANCE OF 250.62 FEET, THE CHORD OF WHICH BEARS S 42 DEGREES 39'59" E 249.89 FEET; THENCE S 50 DEGREES 13'26" E 91.26 FEET; THENCE S 39 DEGREES 46'34" W 10.00 FEET; THENCE S 50 DEGREES 13'26" E 18.00 FEET; THENCE N 39 DEGREES 46'34" E 10.00 FEET; THENCE S 50 DEGREES 13'26" E 259.08 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1050.00 FEET AND AN ARC DISTANCE OF 133.74 FEET, THE CHORD OF WHICH BEARS S 46 DEGREES 34'29" E 133.65 FEET; THENCE S 42 DEGREES 55'33" E 112.05 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 715.00 FEET AND AN ARC DISTANCE OF 198.66 FEET, THE CHORD OF WHICH BEARS S 50 DEGREES 53'08" E 198.02 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM:

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS

COMMENCING AT THE STREET MONUMENT AT THE INTERSECTION OF 8TH STREET AND MIDLAND AVENUE;
THENCE N 51 DEGREES 15'40" W. 681.29 FEET TO THE WEST CENTER SIXTEENTH CORNER OF SAID SECTION 9, THE TRUE POINT OF BEGINNING
THENCE N 88 DEGREES 48'57" W ALONG THE SOUTHERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER 361.88 FEET
THENCE LEAVING SAID SOUTHERLY LINE N 33 DEGREES 57'41" W 159.48 FEET
THENCE N 50 DEGREES 07'49" W 109.72 FEET
THENCE N 19 DEGREES 54'08" W 208.92 FEET
THENCE N 12 DEGREES 15'32" W 109.78 FEET
THENCE N 17 DEGREES 34'08" E 81.85 FEET TO A POINT IN THE SOUTHERLY RIGHT OF WAY OF MIDLAND AVENUE;
THENCE THE FIVE (5) FOLLOWING COURSES ALONG SAID SOUTHERLY RIGHT OF WAY
1. S 78 DEGREES 26'55" E 27.55 FEET
2. ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 200.00 FEET, A CENTRAL ANGLE 12 DEGREES 18'18" AND A DISTANCE OF 42.95 FEET (CHORD BEARS S 72 DEGREES 17'46" E 42.87 FEET)
3. S 50 DEGREES 12'40" E 131.37 FEET
4. S 43 DEGREES 25'51" E 220.96 FEET
5. S 54 DEGREES 37'50" E 373.48 FEET
THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 124.00 FEET, A CENTRAL ANGLE OF 16 DEGREES 35'59" AND A DISTANCE OF 35.93 FEET (CHORD BEARS S 32 DEGREES 55'06" W. 35.80 FEET) TO A POINT ON THE EASTERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER
THENCE S 00 DEGREES 39'40" W ALONG SAID EASTERLY LINE 82.52 FEET TO THE TRUE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO

GW230043

EXHIBIT B - PERMITTED EXCEPTIONS

1. Rights of claims of parties in possession not shown by the public records.
2. Easements, or claims of easements, not shown by the public records.
3. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, and any facts which a correct survey and inspection of the premises would disclose and which are not shown by the public records.
4. Any lien, or right to a lien, for services, labor or material theretofore or hereafter furnished, imposed by law and not shown by the public records.
5. Defects, liens encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.
6. Taxes and assessments not yet due or payable and special assessments not yet certified to the Treasurer's office.
7. Any unpaid taxes or assessments against said land.
8. Liens for unpaid water and sewer charges, if any.
9. THE EFFECT OF INCLUSIONS IN ANY GENERAL OR SPECIFIC WATER CONSERVANCY, FIRE PROTECTION, SOIL CONSERVATION OR OTHER DISTRICT OR INCLUSION IN ANY WATER SERVICE OR STREET IMPROVEMENT AREA.
10. WATER RIGHTS OR CLAIMS TO WATER RIGHTS.
11. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED FEBRUARY 09, 1892, IN BOOK 12 AT PAGE 106.
12. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED JUNE 04, 1895, IN BOOK 12 AT PAGE 367.
13. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED OCTOBER 26, 1896, IN BOOK 12 AT PAGE 440.
14. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 268.
15. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 269.

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16. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 270.
17. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS RESERVED IN UNITED STATES PATENT RECORDED JUNE 04, 1895, IN BOOK 12 AT PAGE 367.
18. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS RESERVED IN UNITED STATES PATENT RECORDED OCTOBER 26, 1896, IN BOOK 12 AT PAGE 440.
19. EASEMENTS AND RIGHTS OF WAY FOR ROADS, STREETS, HIGHWAYS, DITCHES, CANALS, PIPELINES AND UTILITY LINES, INCLUDING, BUT NOT LIMITED TO:
 - A. DITCH RIGHT OF WAY AS DESCRIBED IN INSTRUMENT RECORDED DECEMBER 20, 1884 IN BOOK 10 AT PAGE 2.
 - B. RIGHT TO USE ROAD AS GRANTED TO MARY P.G. DEVEREUX IN INSTRUMENT RECORDED SEPTEMBER 16, 1905 IN BOOK 62 AT PAGE 103.
 - C. MAP AND STATMENT OF THE WULFSOHN ENLARGEMENT OF THE F.A. ATKINSON DITCH RECORDED SEPTEMBER 2, 1909 AS RECEPTION NO. 37700.
 - D. FOURTH ENLARGEMENT & EXTENSION OF THE ATKINSON CANAL RECORDED DECEMBER 8, 1950 AS RECEPTION NO. 174372.
 - E. EASEMENTS AND RIGHTS OF WAY AS GRANTED TO THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY IN INSTRUMENTS RECORDED JUNE 25, 1936 IN BOOK 183 AT PAGE 430.
 - F. PIPELINE RIGHT OF WAY AGREEMENT RECORDED AUGUST 3, 1951 IN BOOK 259 AT PAGE 413.
 - G. EASEMENTS AND RIGHT OF WAY FOR RED ACRES DITCH.
 - H. EASEMENT AS GRANTED TO ROCKY MOUNTAIN NATURAL GAS COMPANY, INC., IN INSTRUMENT RECORDED JANUARY 31, 1962 IN BOOK 339 AT PAGE 88.
 - I. EASEMENTS AS GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO IN INSTRUMENTS RECORDED OCTOBER 17, 1966 IN BOOK 379 AT PAGE 400 AND RECORDED FEBRUARY 13, 1967 IN BOOK 382 AT PAGE 181.
 - J. PERMANENT EASEMENT AS GRANTED TO THE DEPARTMENT OF HIGHWAYS, STATE OF COLORADO IN INSTRUMENT RECORDED SEPTEMBER 22, 1967 IN BOOK 388 AT PAGE 101.
20. TERMS, CONDITIONS AND PROVISIONS OF CITY OF GLENWOOD SPRINGS ORDINANCE NO. 47 RECORDED JANUARY 03, 1996 IN BOOK 963 AT PAGE 131.
21. TERMS, CONDITIONS AND PROVISIONS OF CITY OF GLENWOOD SPRINGS ORDINANCE RECORDED JANUARY 03, 1996 IN BOOK 963 AT PAGE 135.
22. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY ACQUISITION AGREEMENT RECORDED SEPTEMBER 26, 1994 IN BOOK 916 AT PAGE 864.
23. EASEMENTS, RIGHTS OF WAY AND OTHER MATTERS AS SHOWN ON BOUNDARY SURVEY PREPARED BY CONSTRUCTION SURVEYS, INC. DATED JUNE 28, 1996.

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**PROOF OF PUBLIC NOTICE
PRE-APPLICATION NEIGHBORHOOD MEETING**

I hereby affirm that Public Notice requirements of the Municipal Code of Glenwood Springs have been met for the Pre-Application Neighborhood Meeting held:

at Glenwood Springs Branch Library, Glenwood Springs, CO
(Location)

on April 29, 2024
(Date)

Attached are:

1. A list of names and addresses of owners of record of all property within 300 feet of the subject property and registered neighborhood groups that have boundaries including the proposed project site.

Date mailed: April 12, 2024;

2. A list of the meeting attendees;
3. A summary of the meeting.

Name: Dave Drescher (LK Architecture)
Applicant

Date: April 29, 2024

Subscribed and sworn to before me, a notary public in and for the County of Sedgwick, State of Kansas, this 30th day of April, 2024, A.D.

Witness my hand and official seal



Dawn M Choura
Notary Public

My commission expires: 02/16/2024

Garfield County Land Explorer

Parcel	Physical Address	Owner	Account Num	Mailing Address
218505438016	Not available GLENWOOD SPRINGS	GLENWOOD SPRINGS, CITY OF	R041503	101 W 8TH STREET GLENWOOD SPRINGS, CO 81601
218508138006	Not available GLENWOOD SPRINGS	WEINGARTEN MILLER GLENWOOD LLC	R041493	6900 EAST BELLEVIEW AVENUE SUITE 300 GREENWOOD VILLAGE, CO 80111
218508138008	405 E MEADOWS DR GLENWOOD SPRINGS	WEINGARTEN MILLER GLENWOOD LLC	R041495	6900 EAST BELLEVIEW AVENUE SUITE 300 GREENWOOD VILLAGE, CO 80111
218508138009	205 E MEADOWS DR GLENWOOD SPRINGS	WEINGARTEN MILLER GLENWOOD LLC	R041496	6900 EAST BELLEVIEW AVENUE SUITE 300 GREENWOOD VILLAGE, CO 80111
218508139001	125 WULFSOHN RD GLENWOOD SPRINGS	SOPRIS SUITES, LLC	R045782	4949 S NIAGARA STREET, SUITE 300 DENVER, CO 80237
218508139002	105 WULFSOHN RD GLENWOOD SPRINGS	SOPRIS LODGING, LLC	R045783	4949 S NIAGARA STREET SUITE 300 DENVER, CO 80237
218508139003	Not available GLENWOOD SPRINGS	GLENWOOD MEADOWS, LLC	R045784	710 E DURANT AVENUE, SUITE W6 ASPEN, CO 81611
218508139004	Not available GLENWOOD SPRINGS	GLENWOOD SPRINGS, CITY OF	R045785	101 W 8TH STREET GLENWOOD SPRINGS, CO 81601
218509200058	100 WULFSOHN RD GLENWOOD SPRINGS	GLENWOOD SPRINGS, CITY OF	R081040	100 WULFSOHN GLENWOOD SPRINGS, CO 81601
ROW	Not available null			



LK ARCHITECTURE

345 Riverview, Suite 200
Wichita, Kansas 67203

Phone: 316.268.0230
Fax: 316.268.0205

PROJECT HOMED Glenwood Springs
PROJECT NO. _____ DATE 4/29/24
BY _____ PAGE _____ OF _____

NEIGHBORHOOD NOTICE MEETING

ATTENDANCE/ SIGN-IN SHEET

<u>NAME</u>	<u>AFFILIATION</u>	<u>ADDRESS</u>
<u>TOM MARCIN</u>	<u>MARCIN ENGINEERING</u>	<u>AVON, CO</u>
<u>Mike Maple</u>	<u>Dunree mgmt</u>	<u>Aspen</u>
<u>Robert Macgregor</u>	<u>" "</u>	<u>Glenwood</u>
<u>Mark Limberger</u>	<u>Glenwood H2S, LLC</u>	<u>Denver</u>
<u>DAVE PRESHER</u>	<u>LK ARCHITECTURE</u>	<u>WICHITA, KS</u>



Today's Date: 4/30/2024

MEETING MINUTES

Project: Home2 Suites
Project Location: Glenwood Springs, CO
LK Project No: 23304.00

Meeting Date: 4/29/2024
Meeting Location: Glenwood Springs Branch Library – Friends Community Room
Meeting Time: 4:00 PM MT
Subject: Neighborhood Noticing Meeting

Attendees:

Name	Company	Name	Company
Mark Lionberger	Stonebridge Development	Tom Marcin	Marcin Engineering
Mike Maple	Dunrene Management	Robert Macgregor	Dunrene Management
Dave Drescher (myself)	LK Architecture		

Summary of Meeting

The setting was presentation style with a large colored area/site plan displaying the proposed site development in the context of the existing surrounding properties. We were prepared to give a brief introduction of the Hotel type, size and amenities and then answer questions from attendees. But as you can see from the Attendees list above, only the client, land owners and the civil engineer were present. Nobody from the invite list showed up.

These are the meeting notes as I remember.

Thank you,

Dave Drescher

End of Minutes



LK ARCHITECTURE

April 12, 2024

Sopris Suites, LLC
4949 S. Niagara Street, Suite 300
Denver, CO 80237

Physical Address: 125 Wulfsohn Rd.
Glenwood Springs, CO

Re: Home2 Suites
Glenwood Springs, CO

To Whom It May Concern:

Please take notice that Glenwood H2S, LLC will hold a pre-application neighborhood meeting for a major site/architectural review for the construction of a 4-story, 150 room Home2 Suites Hotel. The subject property on which the project is proposed is Lot 10C of the Glenwood Meadows subdivision, located at the intersection of Midland Avenue and East Meadows in the City of Glenwood Springs, CO. The site is approximately 4.5 acres and zoned for Resort (RE). The property is owned by Glenwood H2S, LLC. The meeting will be held on Monday, April 29, 2024, at 4 P.M. at the Glenwood Springs Branch Library Friends Community Room, 815 Cooper Avenue, Glenwood Springs, CO 81601.

Very truly yours,

LK ARCHITECTURE, INC.

A handwritten signature in black ink, appearing to read 'Robert Metoyer', is written over the printed name and title.

Robert Metoyer, AIA, NCARB, LEED AP
Vice President
Director of Hospitality

RM/tlc/Home2 Suites ltr.5

Architecture Engineering Interiors Landscape Architecture

345 Riverview, Suite 200, Wichita, KS 67203 316.268.0230 LK-ARCHITECTURE.COM



**LOT IOC E. MEADOWS DR.
GLENWOOD SPRINGS, CO 81601
LK PROJECT NUMBER: 23304**

MAJOR SITE / ARCHITECTURAL PLAN REVIEW APPLICATION SET

REVISED 06/12/24

FEMA FLOODPLAIN STATEMENT:

LOT 10C OF GLENWOOD MEADOWS IS NOT LOCATED
WITHIN A FLOODPLAIN

GEOLOGICAL HAZARDS DISCLOSURE:

THIS PORPERT Y IS SUBJECT TO GEOLOGIC HAZARDS
PER THE ADOPTED MAPPING BY TYHE CITY OF
GLENWOOD SPRINGS. HAZARDS TO NOTE ARE Qdf /
Qcw, Qdf(2) / Qdf(3) and hc(2) / hc(1). A FINAL GEOLOGIC
HAZARD REPORT WILL BE SUBMITTED UPON
APPLICATION OF A BUILDING PERMIT.

AIRPORT OVERLAY ZONE NOTE:

PER GARFIELD COUNTY RECORDS/MAP THIS
PROPERTY DOES NOT FALL WITHIN AN AIRPORT
OVERLAY ZONE

DEVELOPER/OWNER

GLENWOOD H2S, LLC
c/o COPFORD CAPITAL MANAGEMENT, LLC
4949 S NIAGARA STREET, SUITE 300
DENVER, CO 80237
EMAIL: mlionberger@stonedevco.com
DIRECT: (720) 336-2343
CELL: (303) 638-1839
CONTACT: MARK LIONBERGER

ARCHITECT OF RECORD

LK ARCHITECTURE
345 RIVERVIEW, SUITE 200
WICHITA, KS 67201-1094
EMAIL: rmetooyer@lk-architecture.com
[316] 268-0230
CONTACT: ROBERT METOYER

CIVIL

MARCIN ENGINEERING
1011 EAGLE ROAD #5
AVON, COLORADO 81620
EMAIL: www.marcinengineering.com
[920] 748 0274
CONTACT: ROB GOSS

LANDSCAPE

LK ARCHITECTURE, INC
345 RIVERVIEW, SUITE 200
WICHITA, KANSAS 67203
EMAIL: jbest@lk-architecture.com
O: [316] 268 0230, D: [316] 391-9917
CONTACT: JEFF BEST

STRUCTURAL

SCA CONSULTING ENGINEERS
12511 EMILY COURT
SUGAR LAND, TEXAS 77478
EMAIL: rodriguezt@scaengineers.com
[713] 779 7252, [800] 422-7252
CONTACT: TOM RODRIGUEZ

MECH / PLUMBING

LK ARCHITECTURE
345 RIVERVIEW, SUITE 200
WICHITA, 67203
EMAIL: bward@lk-architecture.com
O: [316] 268 0230, D: [316] 391-9921
CONTACT: BRYAN WARD

ELECTRICAL

LK ARCHITECTURE, INC
345 RIVERVIEW, SUITE 200
WICHITA, KANSAS 67203
EMAIL: cwassom@lk-architecture.com
O: [316] 268 0230, D: [316] 391-9920
CONTACT: COURTNEY WASSOM

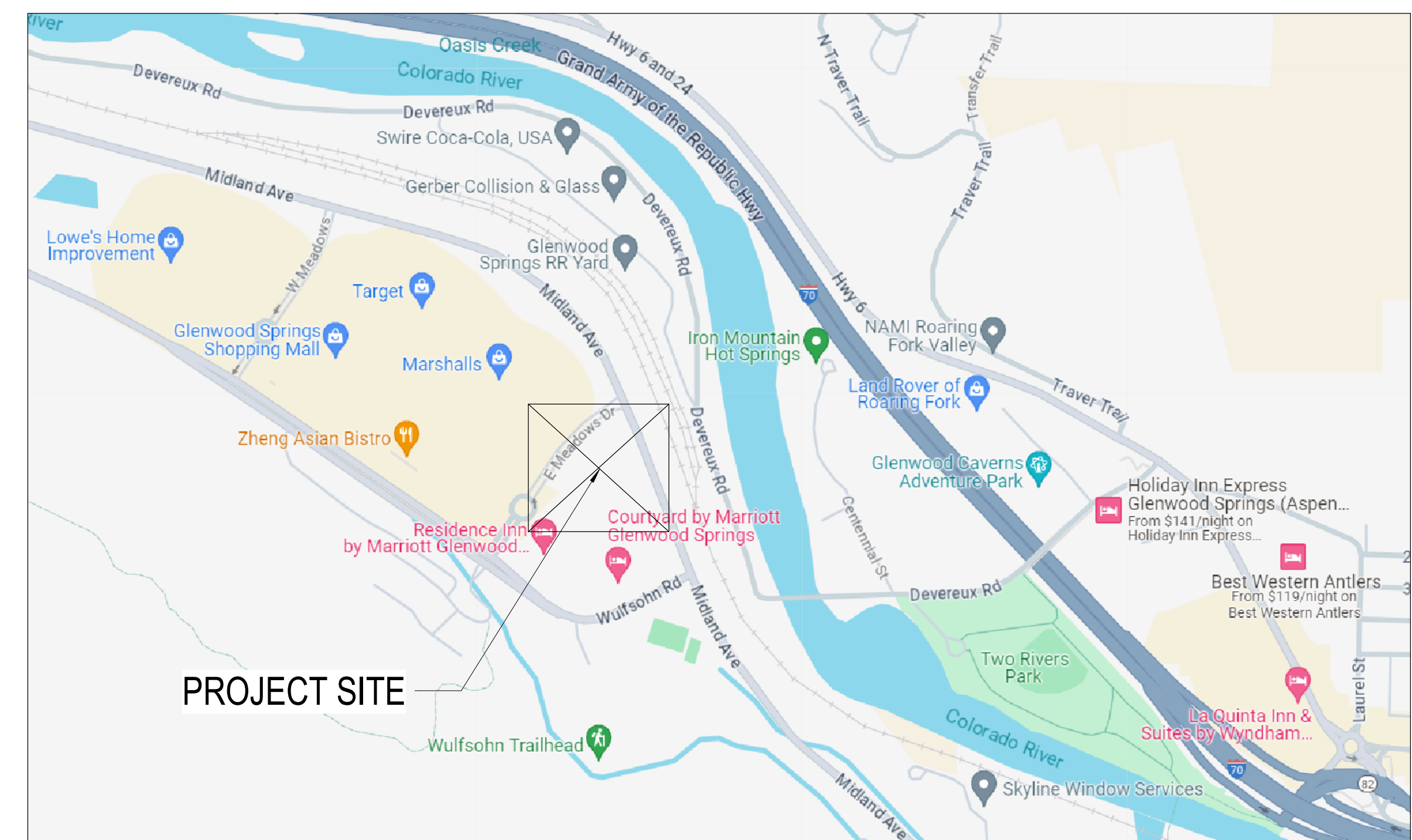
INTERIOR DESIGN

LK ARCHITECTURE, INC
345 RIVERVIEW, SUITE 200
WICHITA, KANSAS 67203
EMAIL: lhaude@lk-architecture.com
O: [316] 268 0230, D: [316] 391-9907 CELL
CONTACT: LISA A. HAUDE

PROJECT SUMMARY TABLE

PROJECT DESCRIPTION			
LOT SIZE INFORMATION	LOT 10C - 3.78 ACRES LOT 10D - .75 ACRES TOTAL - 4.53 ACRES	LOT 10C - 164,068 SF LOT 10D - 32,486 SF TOTAL - 196,554 SF	
LIMITS OF DISTURBANCE	EXISTING (SF & %) - 0	PROPOSED (SF) - 196,554 SF / 100%	
OFF-STREET PARKING SPACES	EXISTING VEHICLE SPACES - 0	PROPOSED VEHICLE SPACES -	LOT 10C - 172 LOT 10D - 31 TOTAL - 203
RESIDENTIAL UNITS	EXISTING - 0	PROPOSED - 0	
OPEN SPACE	EXISTING (SF & %) - 0	PROPOSED (SF & %) - LOT 10C - 26,922 SF (16%) [additional Open Space per I/P-01 - 23,829 SF = 30.2% Total] LOT 10D - 9,929 SF (30.5%)	
BUILDING HEIGHT	EXISTING - 0	PROPOSED - 54'-0"	
SNOW STORAGE	REQUIRED (SF) - 0	PROPOSED (SF) - 2,096 SF	
AVERAGE SLOPE WITHIN LIMITS OF DISTURBANCE	PERCENTAGE - 4%		
BICYCLE PARKING	EXISTING - 0	PROPOSED - 9	
NON-RESIDENTIAL USES	TYPE OF USE - HOTEL	GROSS FLOOR AREA - 95,540 SF	
TOTAL LANDSCAPED AREA	EXISTING (SF & %) - 0	PROPOSED (SF & %) - LOT 10C - 49,551 SF (30.2%) LOT 10D - 9,929 SF (30.5%)	
TOTAL IMPERVIOUS AREA	EXISTING (SF & %) - 0	PROPOSED (SF & %) - LOT 10C - 90,632 SF + 23,885 SF (BUILDING) LOT 10D - 17,557 SF + 5,000 SF (BUILDING)	

VICINITY MAP



BASIS OF BEARINGS & BENCHMARKS:

1. BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 5 AS MONUMENTED AT BOTH THE SOUTH QUARTER CORNER AND THE SOUTHWEST CORNER BY A 2 1/2" ALUMINUM CAP AS SHOWN ON PLAT DRAWING. SAID LINE BEARS N 88° 18' 61" W.
2. PROJECT BENCHMARK ELEVATIONS ARE BASED UPON A CITY OF GLENWOOD SPRINGS BENCHMARK, BEING A CHISELED SQUARE IN THE TOP OF THE CONCRETE HEADWALL IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF MIDLAND AVENUE WITH WULFSON ROAD. ELEVATION = 5761.63' (NGVD 29 DATUM)

INDEX OF DRAWINGS - APPL. SET	
SHEET NO.	SHEET NAME
COVER SHEET	
T-0.0	TITLE SHEET AND DRAWING INDEX
SITE / CIVIL	
C-1	GRADING PLAN
C-2	UTILITY PLAN
LP-01	COMPOSITE OPEN SPACE PLAN
LP-02	LOT 10- (HOME) LANDSCAPE PLAN
LP-03	LOT 10d (RESTAURANT PAD) LANDSCAPE PLAN
LP-04	HYDROZONE PLAN
LP-05	LANDSCAPE NOTES & DETAILS
SA-01.0	ARCHITECTURAL SITE PLAN
SA-02.0	ARCHITECTURAL SITE PLAN DETAILS
SE-0.0	PHOTOMETRIC CALCULATIONS
ARCHITECTURAL	
A1-00.0	OVERALL REF. PLANS
A1-01.0	1ST FLOOR - LOBBY
A1-01.1	1ST FLOOR - NORTH-EAST
A1-02.0	2ND FLOOR - NORTH-EAST
A1-02.1	2ND FLOOR - NORTH-EAST
A1-03.0	3RD FLOOR - NORTH-EAST
A1-03.1	3RD FLOOR - NORTH-EAST
A1-04.0	4TH FLOOR - NORTH-EAST
A1-04.1	4TH FLOOR - NORTH-EAST
A1-05.0	ROOF PLAN - NORTH-EAST
A1-05.1	ROOF PLAN - NORTH-EAST
A2-03.0	BUILDING ELEVATIONS
A2-13.0	BUILDING ELEVATIONS



PRINTS ISSUED

[illegible]

LK ARCHITECTURE



T 316.268.0230 F 316.268.0205

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CONSTRUCTION

CONTACT: DAVE DRESHER
LAWN: ST
CHECKED: DD
PROJECT NUMBER:

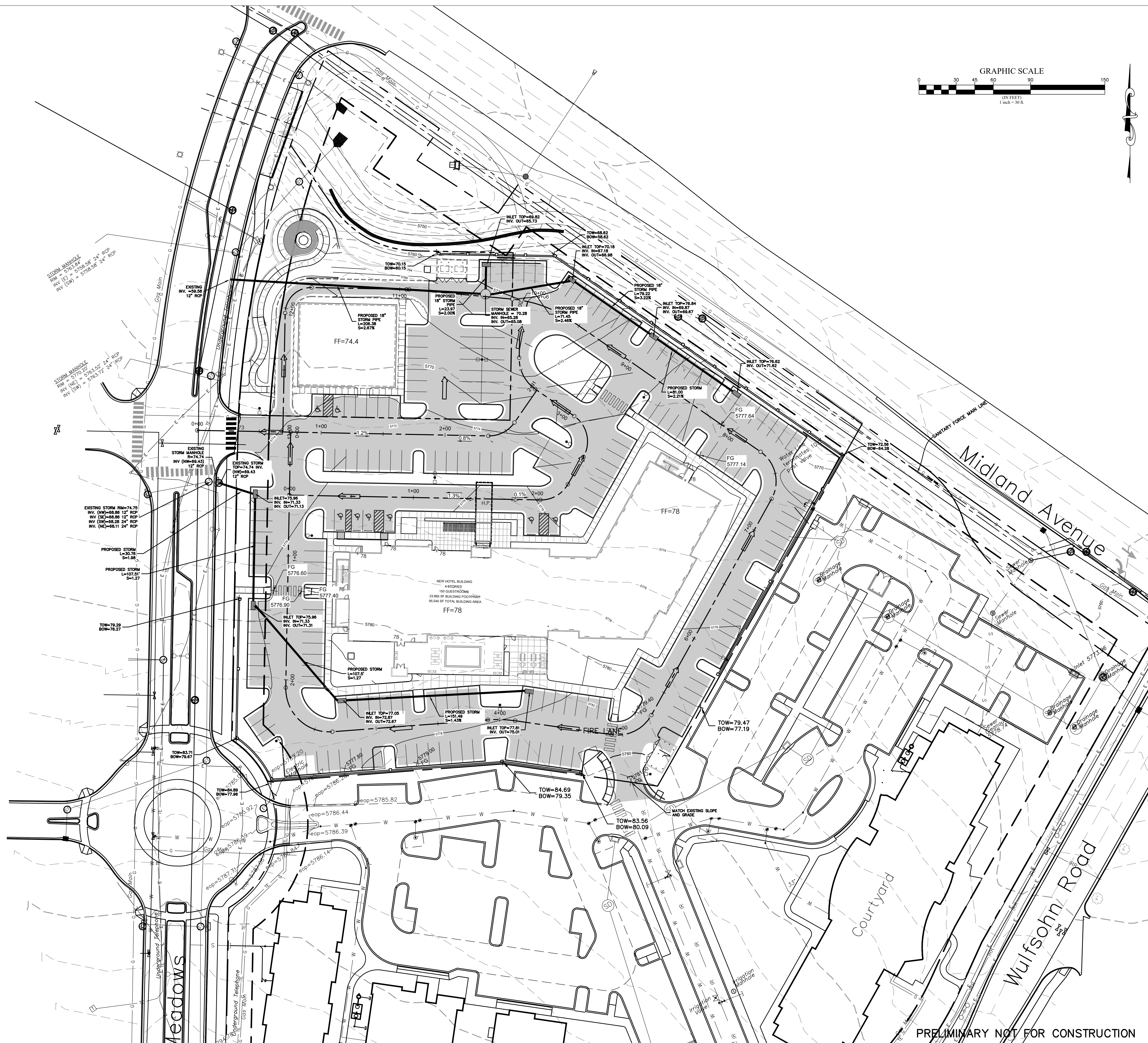
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TITLE SHEET AND DRAWING INDEX

EET NUMBER:
T.0.0



**NOT FOR
CONSTRUCTION**

CONTACT: ROB GOSS
DRAWN:
CHECKED:
PROJECT NUMBER:
23304
SHEET TITLE:
SITE GRADING PLAN
SHEET NUMBER:
C-1



PRELIMINARY NOT FOR CONSTRUCTION

GLENWOOD SPRINGS MUNICIPAL CODE
LANDSCAPE CALCULATIONS - LOT 10c
LOT 10c 164,068.22 SF (3.78ac)

GLENWOOD MEADOWS DEVELOPMENT STANDARDS
LANDSCAPE CALCULATIONS - LOT 10c
LOT 10c 164,068.22 SF (3.78ac)

GLENWOOD SPRINGS MUNICIPAL CODE
LANDSCAPE CALCULATIONS - LOT 10d
LOT 10d 32,486 SF (0.75ac)

GLENWOOD MEADOWS DEVELOPMENT STANDARDS
LANDSCAPE CALCULATIONS - LOT 10d
LOT 10d 32,486 SF (0.75ac)

GLENWOOD MEADOWS DEVELOPMENT STANDARDS COMMUNITY AMENITY ZONE

MIDLAND AVENUE

PARCEL 10c (Home2) City Required Open Space Area (26,922 SF)

PARCEL 10c (Home2) Additional Glenwood Meadows Open Space (22,629 SF)

LOT 10d
32,486 SF (0.75 AC)

LOT 10c
164,068.22 SF (3.78 AC)

PARCEL 10d (Future Restaurant)
Open Space (9,929 SF)

COMMUNITY AMENITY AREA
2,800 SF (GLENWOOD MEADOWS
DEVELOPMENT REQUIREMENT)

NEW HOTEL BUILDING
170 BEDROOMS
23,848 SQ. FOOTING FOOTPRINT
93,865 SQ. TOTAL BUILDING AREA

EAST MEADOWS

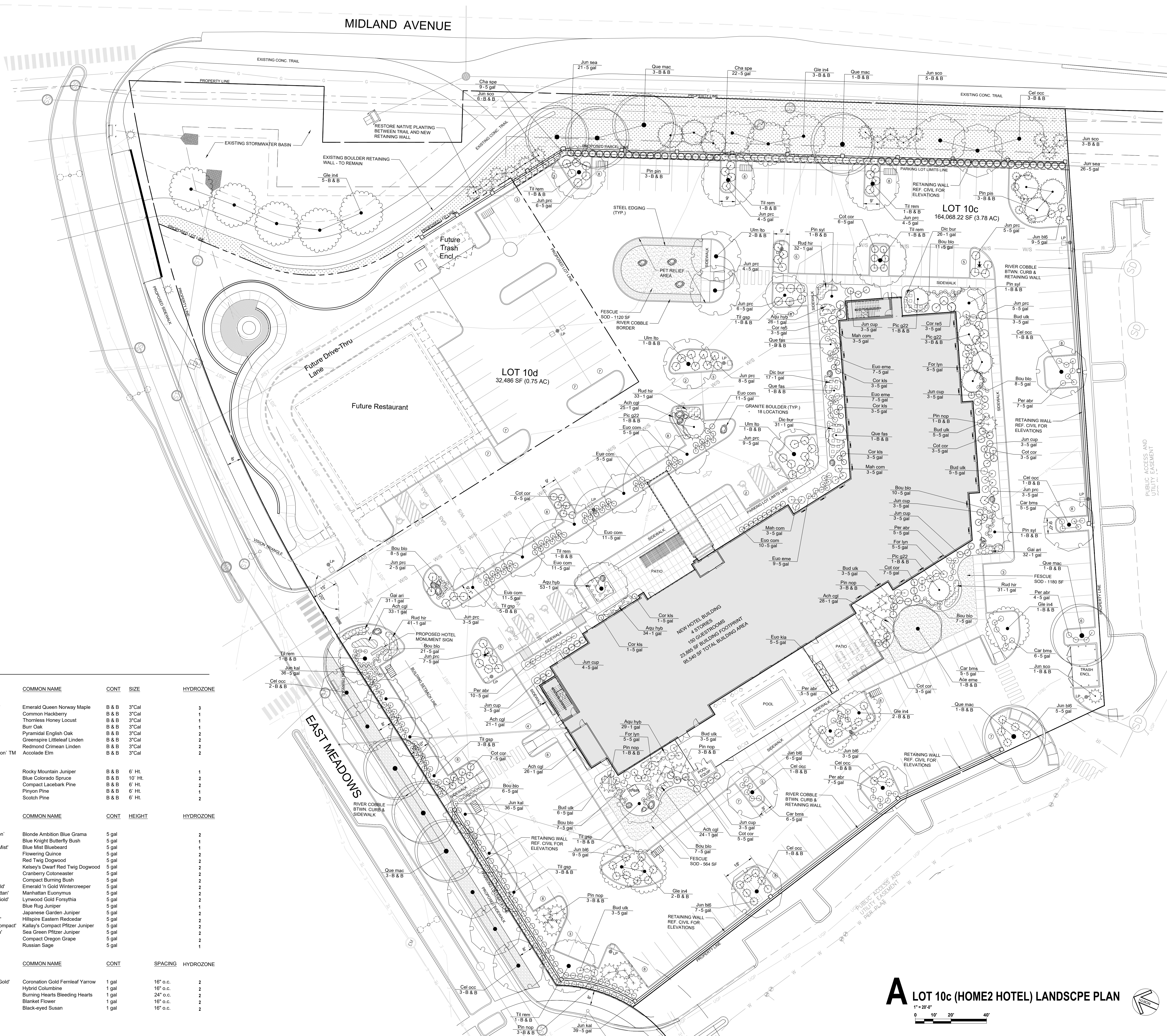
A COMPOSITE OPEN SPACE PLAN

1" = 30'-0"

0 15' 30' 60'

PLANT_SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	HYDROZONE
TREES						
Ace eme	1	Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple	B & B	3" Cal	3
Cel occ	13	Celtis occidentalis	Common Hackberry	B & B	3" Cal	1
Gle in4	13	Gleditsia triacanthos inermis	Thornless Honey Locust	B & B	3" Cal	1
Que mac	9	Quercus macrocarpa	Burr Oak	B & B	3" Cal	1
Que fas	3	Quercus robur fastigiata	Pyramidal English Oak	B & B	3" Cal	2
Til gsp	13	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	B & B	3" Cal	2
Til rem	7	Tilia x euchlora 'Redmond'	Redmond Crimean Linden	B & B	3" Cal	2
Ulm ilo	4	Ulmus japonica x wilsoniana 'Morton' TM	Accolade Elm	B & B	3" Cal	2
EVERGREEN TREES						
Jun sco	15	Juniperus scopulorum	Rocky Mountain Juniper	B & B	6" Ht.	1
Pic g22	6	Pinus pungens 'Glaucosa'	Blue Colorado Spruce	B & B	10" Ht.	2
Pin nop	14	Pinus bungeana 'Compacta'	Compact Lacebark Pine	B & B	6" Ht.	2
Pin pin	6	Pinus edulis	Pinyon Pine	B & B	6" Ht.	1
Pin syl	3	Pinus sylvestris	Scotch Pine	B & B	6" Ht.	2
SHRUBS						
Bou blo	85	Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Blue Grama	5 gal		2
Bud ulk	28	Buddleja x 'Blue Knight'	Blue Knight Butterfly Bush	5 gal		1
Car bms	17	Caryopteris x clandonensis 'Blue Mist'	Blue Mist Bluebeard	5 gal		1
Cha spe	31	Chaenomeles speciosa	Flowering Quince	5 gal		2
Cor re5	6	Cornus sericea	Red Twig Dogwood	5 gal		2
Cor kis	11	Cornus sericea 'Kelsey'	Kelsey's Dwarf Red Twig Dogwood	5 gal		2
Cot cor	40	Cotoneaster apiculatus	Cranberry Cotoneaster	5 gal		2
Euo com	63	Euonymus alatus 'Compactus'	Compact Burning Bush	5 gal		2
Euo eme	23	Euonymus fortunei 'Emerald 'n Gold'	Emerald 'n Gold Wintercreeper	5 gal		2
Euo kia	5	Euonymus kiautschowicus 'Manhattan'	Manhattan Euonymus	5 gal		2
For lyn	15	Forsythia x intermedia 'Lynwood Gold'	Lynwood Gold Forsythia	5 gal		2
Jun bl6	39	Juniperus horizontalis 'Blue Rug'	Blue Rug Juniper	5 gal		1
Jun prc	65	Juniperus procumbens	Japanese Garden Juniper	5 gal		2
Jun cup	25	Juniperus virginiana 'Cupressifolia'	Hillspire Eastern Redcedar	5 gal		2
Jun kal	111	Juniperus x pfitzeriana 'Kallay's Compact'	Kallay's Compact Pfitzer Juniper	5 gal		2
Jun sea	47	Juniperus x pfitzeriana 'Sea Green'	Sea Green Pfitzer Juniper	5 gal		2
Mah com	9	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 gal		2
Per abr	38	Perovskia abrotanoides	Russian Sage	5 gal		1
CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	HYDROZONE
GROUND COVERS						
Ach cgl	157	Achillea filipendulina 'Coronation Gold'	Coronation Gold Fernleaf Yarrow	1 gal	16" o.c.	2
Aqu hyb	142	Aquilegia x	Hybrid Columbine	1 gal	16" o.c.	2
Dic bur	74	Dicentra 'Burning Hearts'	Burning Hearts Bleeding Hearts	1 gal	24" o.c.	2
Gai ari	63	Gallardia aristata	Blanket Flower	1 gal	16" o.c.	2
Rud hir	137	Rudbeckia hirta	Black-eyed Susan	1 gal	16" o.c.	2





GENERAL

- ## PLANTING PREPARATION

- ## PLANTING MATERIALS

16. ALL PLANT MATERIAL SHALL BE WELL-FORMED AND DEVELOPED IN GOOD CONDITION, HEALTHY, VIGOROUS AND FREE OF PESTS AND DISEASE.
17. PLANT QUALITY: ALL PLANT MATERIAL SHALL BE A-GRADE OR NO. 1 GRADE - FREE OF ANY DEFECTS, OF NORMAL HEIGHT, HEIGHT, LEAF DENSITY AND SPREAD APPROPRIATE TO THE SPECIES AS DEFINED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAM) STANDARD PLANT TREES SHALL BE BALL AND BURLAP OR EQUIVALENT.
18. PLANTS SHALL COMPLY IN ALL APPLICABLE RESPECTS WITH ACCEPTABLE STANDARDS AS SET FORTH IN THE AMERICAN ASSOCIATION OF NURSERYMEN'S "AMERICAN STANDARD OF NURSERY STOCK" - THESE STANDARDS SHALL REPLACE THE GUIDELINE IN SPECIFICATIONS ONLY AND SHALL CONSTITUTE THE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIALS.
19. ALL TREES SHALL HAVE STRAIGHT TRUNKS (FOR SINGLE STEM SPECIES) AND FULL CROWN AND MEET ALL REQUIREMENTS SPECIFIED. ALL TREES MUST BE GUYYED OR STAKED AS SHOWN IN THE DETAILS.
20. PLANT LOCATIONS AND QUANTITIES SHOWN ARE APPROXIMATE. ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING INDICATED ON THE PLANS.
21. PLACEMENT OF ALL LANDSCAPING SHALL BE IN ACCORDANCE WITH THE SIGHT DISTANCE CRITERIA. NO STRUCTURES OR LANDSCAPE ELEMENTS GREATER THAN 24" SHALL BE ALLOWED WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENTS WITH THE EXCEPTION OF DECIDUOUS TREES PROVIDED THAT THE LOWEST BRANCH IS AT LEAST 6' FROM GRADE.
22. MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION AS REQUIRED BY SITE CONDITIONS OR PLAN AVAILABILITY. OVERALL PLANT QUALITY, AND DESIGN CONCEPT SHALL BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES ILLUSTRATED SHALL BE PROVIDED. ALL CHANGES OF PLANT SPECIES AND LOCATIONS MUST HAVE WRITTEN APPROVAL PRIOR TO INSTALLATION.
23. OF THE PLANT MATERIALS AND LAWN UNTIL FINAL ACCEPTANCE.
24. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD DEFINED IN THE SPECIFICATION. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS DURING THE NORMAL PLANTING SEASON.
25. MAINTENANCE: TREES AND VEGETATION, IRRIGATION SYSTEMS, FENCES, WALLS AND OTHER LANDSCAPE ELEMENTS WITH THESE FINAL PLANS SHALL BE CONSIDERED AS ELEMENTS OF THE PROJECT IN THE SAME MANNER AS PARKING, BUILDING MATERIALS, AND OTHER SITE DETAILS. THE APPLICANT, LANDOWNER, OR SUCCESSORS IN INTEREST SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE REGULAR MAINTENANCE OF ALL LANDSCAPING ELEMENTS IN GOOD CONDITION. ALL LANDSCAPING SHALL BE MAINTAINED FREE FROM DISEASE, PESTS, WEEDS AND LITTER, AND ALL LANDSCAPE STRUCTURES SUCH AS FENCES AND WALLS SHALL BE MAINTAINED AND REPLACED PERIODICALLY TO MAINTAIN STRUCTURALLY SOUND CONDITION.
26. REMOVE ALL RUBBISH, EQUIPMENT AND MATERIAL AND LEAVE THE AREA IN A NEAT, CLEAN CONDITION EACH DAY. MAINTAIN PAVED AREAS UTILIZED FOR HEALING, EQUIPMENT AND MATERIALS BY OTHER TRADES IN A CLEAN AND UNOBSTRUCTED CONDITION AT ALL TIMES.
27. REMOVE SOIL OR DIRT THAT ACCUMULATED DURING OR AS A RESULT OF PLANTING OPERATIONS EACH DAY.
28. LIMIT AMOUNT OF PRUNING TO A MINIMUM NECESSARY TO REMOVE DEAD OR INJURED TWIGS AND BRANCHES. PRUNE IN SUCH A MANNER AS NOT TO CHANGE NATURAL HABIT OR SHAPE OF PLANT. MAKE CUTS FLUSH, LEAVING NO STUBS. CROWN LEADERS SHALL NOT BE REMOVED.
29. LANDSCAPE CONTRACTOR TO REMOVE TREE STAKES, GUYS, AND ALL DEAD WOOD ON TREES AND SHRUBS ONE YEAR AFTER PROVISIONAL ACCEPTANCE.

- ### RELATED ITEMS

27. PLANTING BEDS SHALL HAVE 3'-4" DEPTH OF CLEAN, WASHED RIVER ROCK. PLACED OVER WEED BARRIER FABRIC. RIVER COBBLE SHALL BE 2"-3" IN SIZE AND MOVED COLORED. SUBMIT PHOTOGRAPHS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL.
28. PLANTING BEDS RECEIVING MULCH ARE TO BE FREE OF WEEDS AND GRASS. TREAT BEDS WITH A PRE-EMERGENT HERBICIDE PRIOR TO PLANTING AND MULCH PLACEMENT. APPLY IN ACCORDANCE WITH STANDARD TRADE PRACTICE.
31. ALL PLANTING BEDS SHALL BE SEPARATED FROM TURF AREAS WITH COMMERCIAL-GRADE, STEEL. EDGING SHALL BE SECURED WITH METAL STAPLES SUFFICIENT TO HOLD EDGING IN PLACE. EDGING SHALL NOT EXTEND ABOVE ANY ADJACENT SIDEWALKS.
32. Boulders: PROVIDE LOCALLY AVAILABLE GRANITE BOULDERS AT LOCATIONS SHOWN ON THE PLAN. BOULDERS SHALL BE A APPROXIMATELY 1 TON EACH. SUBMIT SELECTED BOULDERS IN PHOTOGRAPHS FOR REVIEW AN APPROVAL BY LANDSCAPE ARCHITECT.
33. WEED MAT IS REQUIRED IN RIVER COBBLE AREAS. THE CONTRACTOR SHALL USE A 4'x12' WOVEN POLYPROPYLENE, NEEDLE-PUNCHED FABRIC WEED BARRIER. OVERLAP EDGES A MINIMUM OF 6" SECURE EDGES WITH STAPLES.
32. ALL LANDSCAPE AREAS TO BE WATERED BY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM WITH SEPARATE ZONES FOR PLANTING BEDS, TURF, AND TREES, SHRUBS, AND PERENNIAL. PLANTING AREAS SHALL BE IRRIGATED USING DRIP IRRIGATION. SPRAY-TYPE IRRIGATION HEADS TO BE USED FOR TURF AREAS ONLY.
34. RAIN WATER SHALL BE USED FOR IRRIGATION SUPPLY.
34. IRRIGATION ZONES SHALL CORRELATE TO HYDROZONES INDICATED IN THE PLANS.
35. IRRIGATION SYSTEM SHALL INCLUDE A MOISTURE SENSOR INTEGRALLY WIRED TO THE IRRIGATION CONTROLLER.

LAWNS AND SEEDING

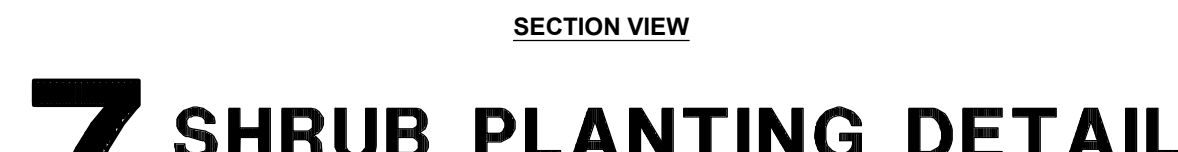
36. THE CONTRACTOR IS ENCOURAGED TO COMPLETE TEMPORARY OR PERMANENT SEEDING OR SODDING IN STAGES FOR SOIL STABILIZATION AS AREAS ARE CURED AFTER GRADING OPERATIONS.
37. TURF GRASS TYPE:

SOD SHALL BE A LOCALLY AVAILABLE HARDY, TURF-TYPE TALL FESCUE (100% RHIZOMATOUS TALL FESCUE). CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND ESTABLISHMENT OF THE SOD TO THE LIMITS INDICATED ON THE PLANS. ROLL SOD FOR A SMOOTH AND CONSISTENT FINAL LAWN. SUPPLIER: GREEN VALLEY TURF.

NATIVE GRASS SEEDS AT THE RATE OF 5LBS./1000 SF USING A GRASS SEED ROLL TO PLANT SEED 3"-12" DEPTH.
38. FESCUE TURF TO BE FULLY IRRIGATED UTILIZING RAW WATER SOURCE. MAINTAIN FESCUE AT 3-5" HEIGHT.

INSPECTIONS/MAINTENANCE AND CLEAN-UP

39. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY MAINTAINING (INCLUDING BUT NOT LIMITED TO WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) ALL OF THE PLANT MATERIALS SPECIFIED IN THE SCHEDULE.
40. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD DEFINED IN THE SPECIFICATION. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS DURING THE NORMAL PLANTING SEASON.
41. MAINTENANCE: TREES AND VEGETATION, IRRIGATION SYSTEMS, FENCES, WALLS AND OTHER LANDSCAPE ELEMENTS WITH THESE FINAL PLANS SHALL BE MAINTAINED BY THE CONTRACTOR. THIS SHALL INCLUDE THE MAINTENANCE OF PARKING, BUILDING MATERIALS, AND OTHER SITE DETAILS. THE APPLICANT, LANDOWNER, OR SUCCESSORS IN INTEREST SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPE UNDER THE FOLLOWING CONDITION. ALL LANDSCAPING SHALL BE MAINTAINED FREE FROM DISEASE, PESTS, WEEDS AND LITTER, AND ALL LANDSCAPE STRUCTURES SUCH AS FENCES OR BOLLARDS SHALL BE MAINTAINED AND REPAIRED PERIODICALLY TO MAINTAIN STRUCTURALLY SOUND CONDITION.
42. REMOVE ALL RUBBISH, EQUIPMENT AND MATERIAL AND LEAVE THE AREA IN A NEAT, CLEAN CONDITION EACH DAY. MAINTAIN PAVED AREAS UTILIZED FOR PARKING, EQUIPMENT STORAGE, AND OTHER PURPOSES BY OTHER TRADES IN A CLEAN AND UNOBSTRUCTED CONDITION AT ALL TIMES.
43. REMOVE SOIL OR DIRT THAT ACCUMULATED DURING OR AS A RESULT OF PLANTING OPERATIONS EACH DAY.
44. LIMIT AMOUNT OF PRUNING TO A MINIMUM NECESSARY TO REMOVE DEAD OR INJURED TWIGS AND BRANCHES. PRUNE IN SUCH A MANNER AS NOT TO CHANGE NATURAL HABIT OR SHAPE OF PLANT. MAKE CUTS FLUSH, LEAVING NO STUBS OR CUTS. LEAVES SHALL NOT BE REMOVED.
45. LANDSCAPE CONTRACTOR TO REMOVE TREE STAKES, GUYS, AND ALL DEAD WOOD ON TREES AND SHRUBS ONE YEAR AFTER PROPORTIONAL ACCEPTANCE.



DATE	PURPOSE
6/12/24	REVISED APPLICATION



345 Riverview, Suite 200, Wichita, KS 67203
T 316.268.0230 **F** 316.268.0205

23304

SHEET TITLE:
LANDSCAPE NOTES &
DETAILS

SHEET NUMBER:

LP-05

HOME2 SUITES HOTEL	
ROOMS / KEYS	
1ST LEVEL	21
2ND LEVEL	43
3RD LEVEL	43
4TH LEVEL	43
TOTAL	150
PARKING PROVIDED	
HOTEL - 1.15 SPOTS PER KEY (115%)	172
RESTAURANT 1.24 SPOTS PER 200 SQFT (124%)	31
TOTAL PARKING PROVIDED	203
OVERALL PARCEL SIZE	196,554.22 SQ. FT.
PROPOSED LOT 10C - HOME2	164,068.22 SQ. FT. 3.78 ACRES
PROPOSED LOT 10D - FUTURE RESTAURANT	32,486 SQ. FT. .75 ACRES
FUTURE PHASE RESTAURANT PAD/ TRASH ENCLOSURE	



LK ARCHITECTURE



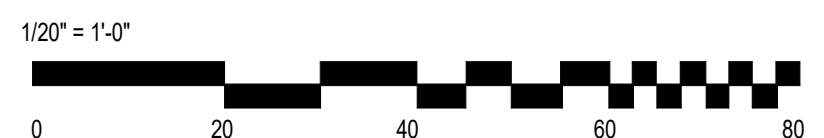
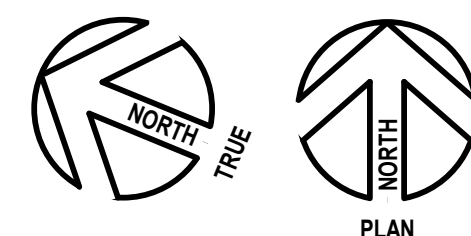
345 Riverview, Suite 200, Wichita, KS 67203
T 316.268.0230 F 316.268.0205

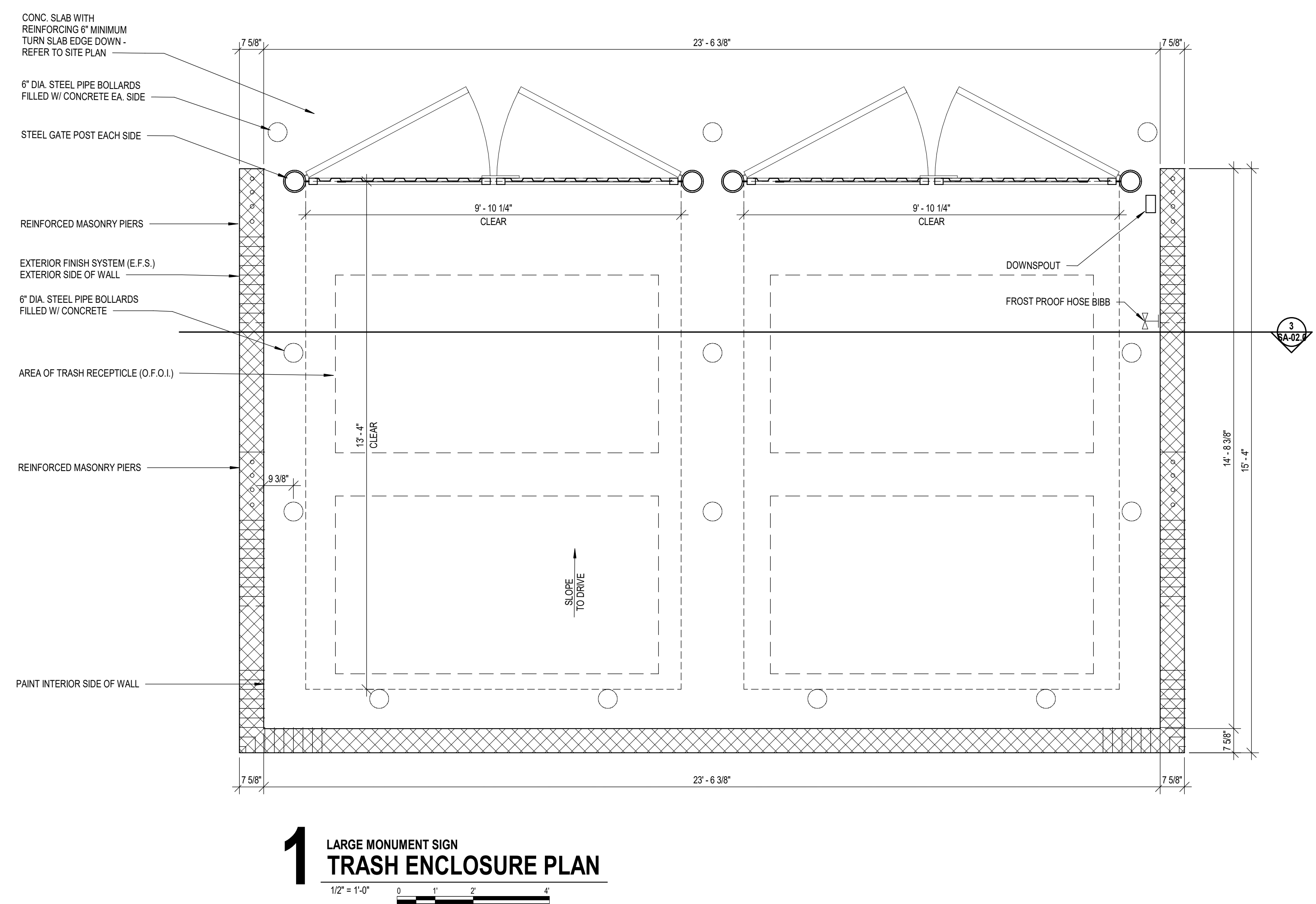
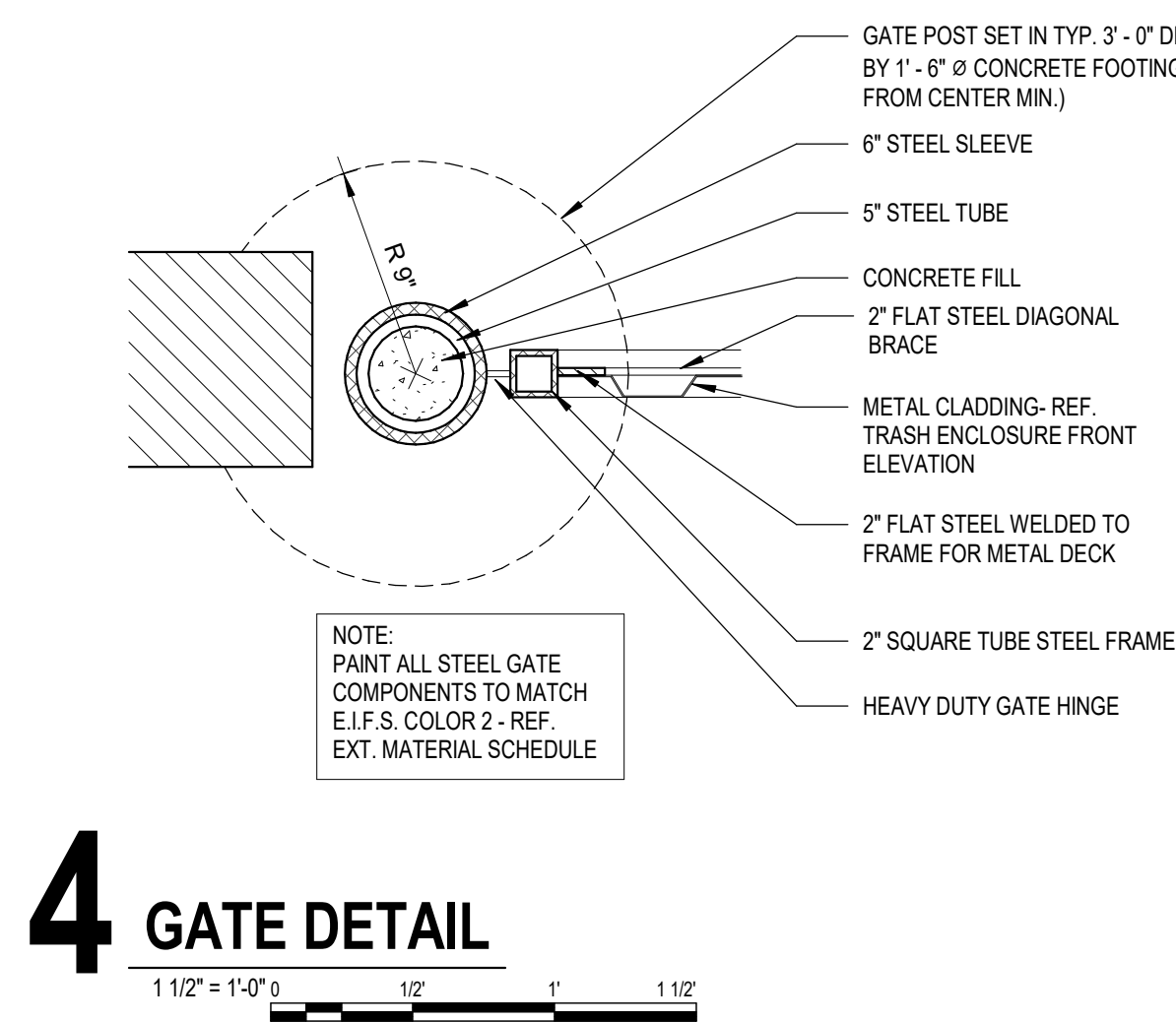
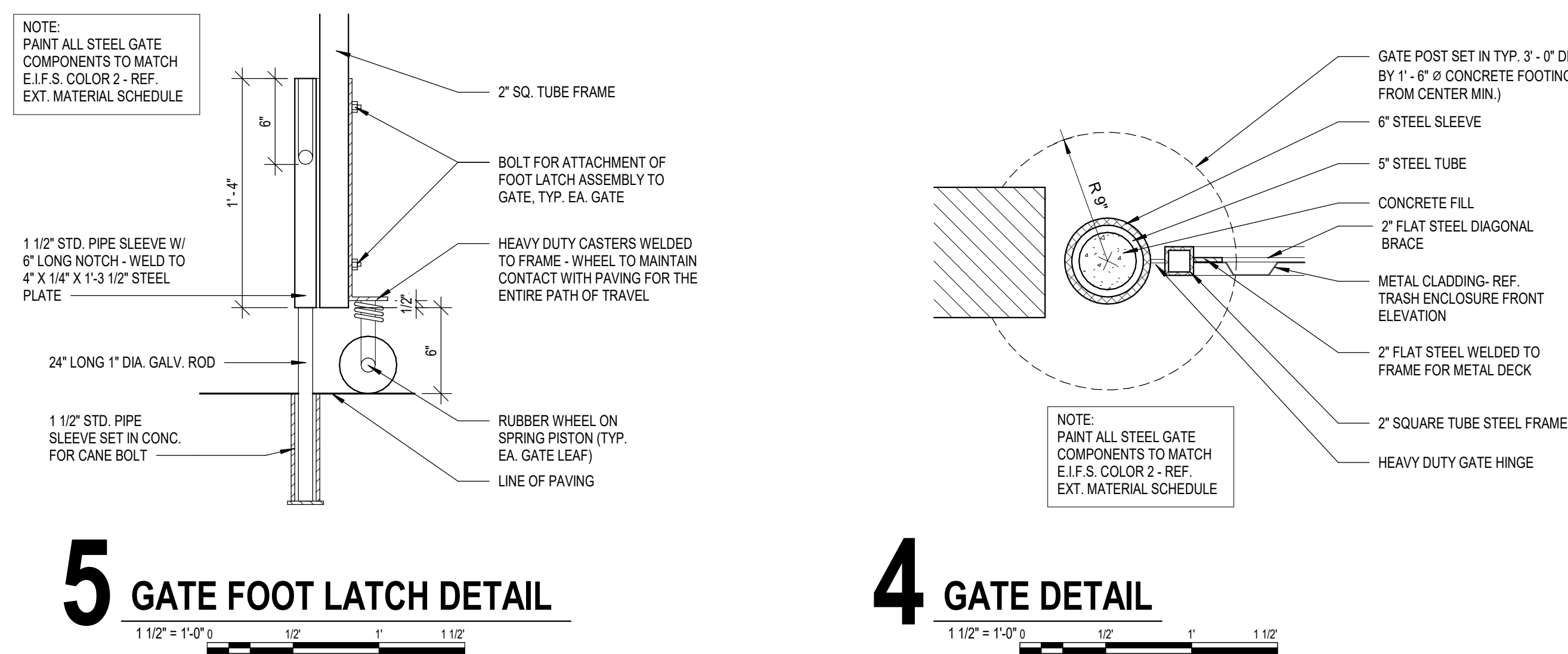
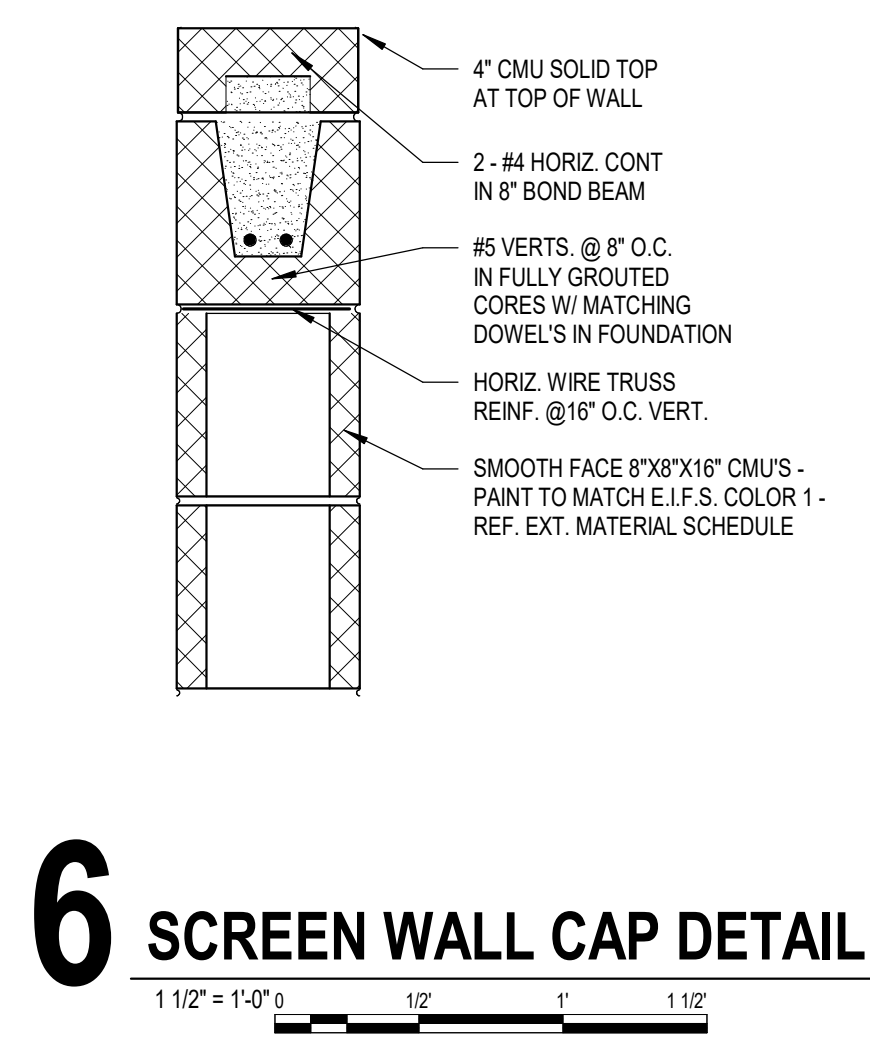
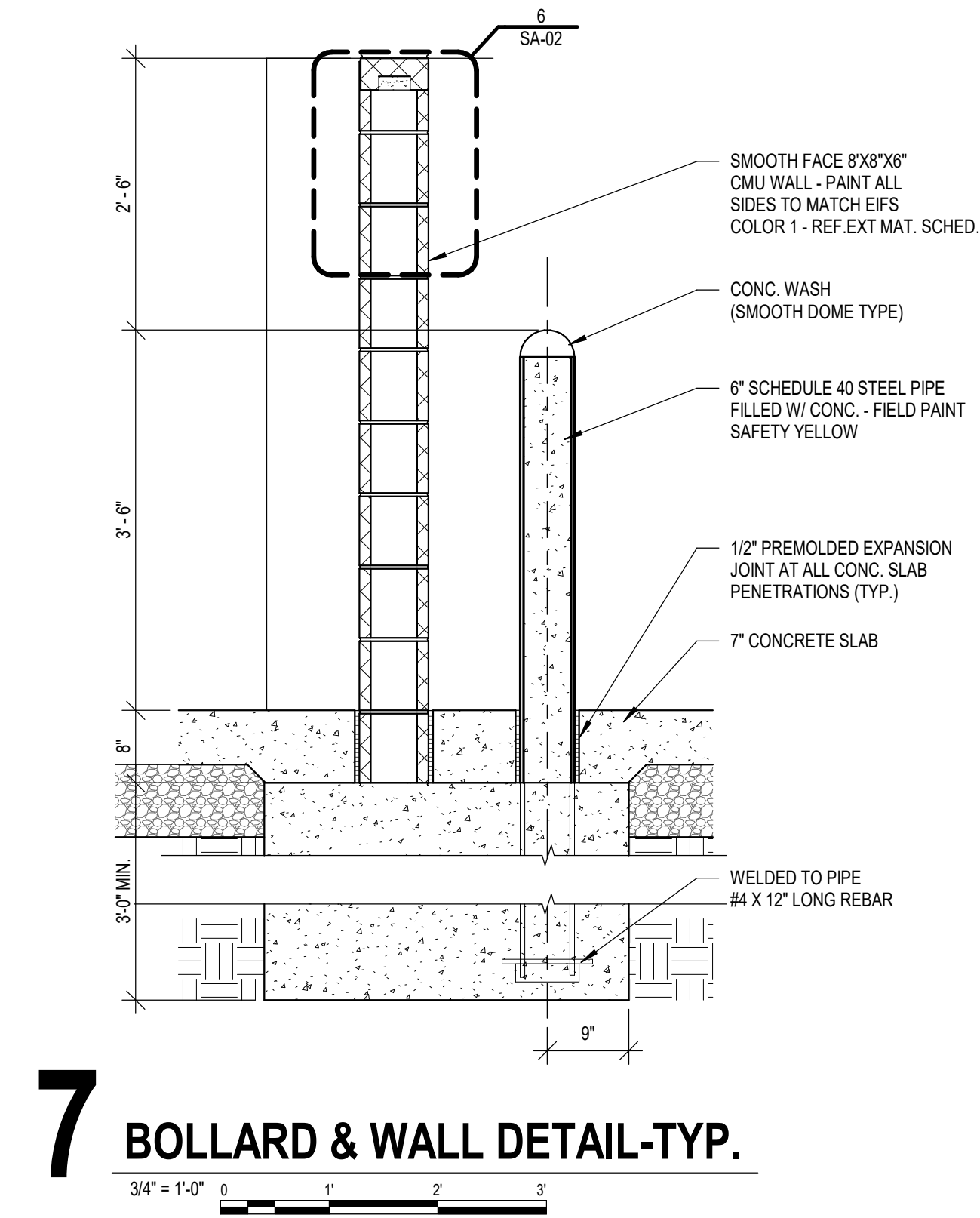
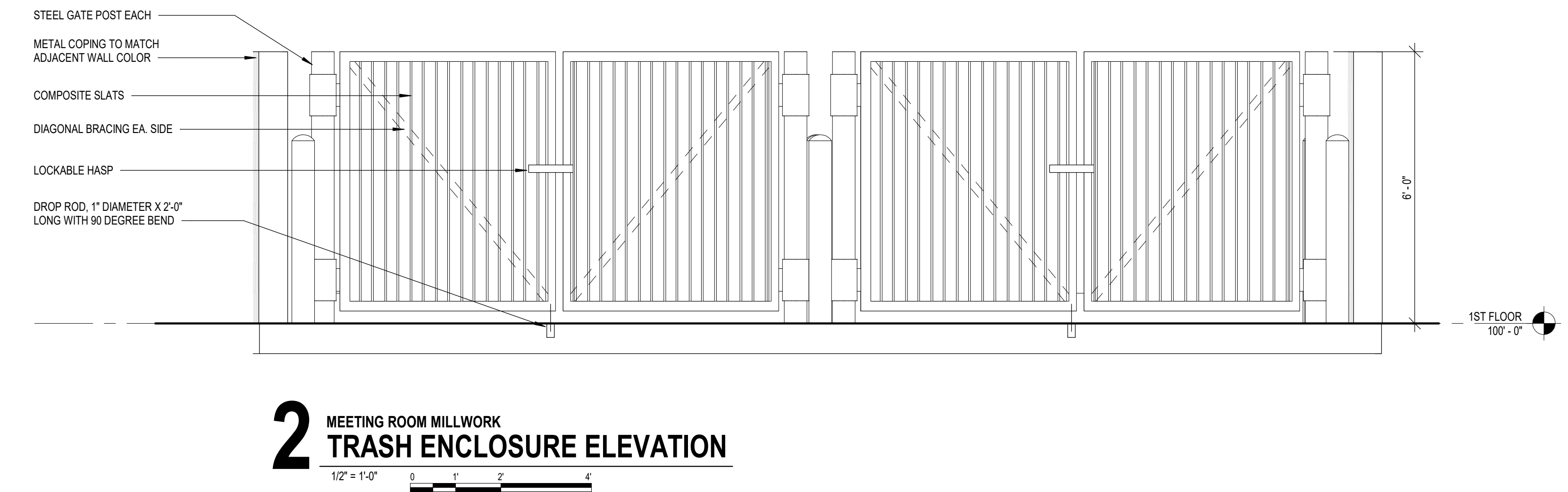
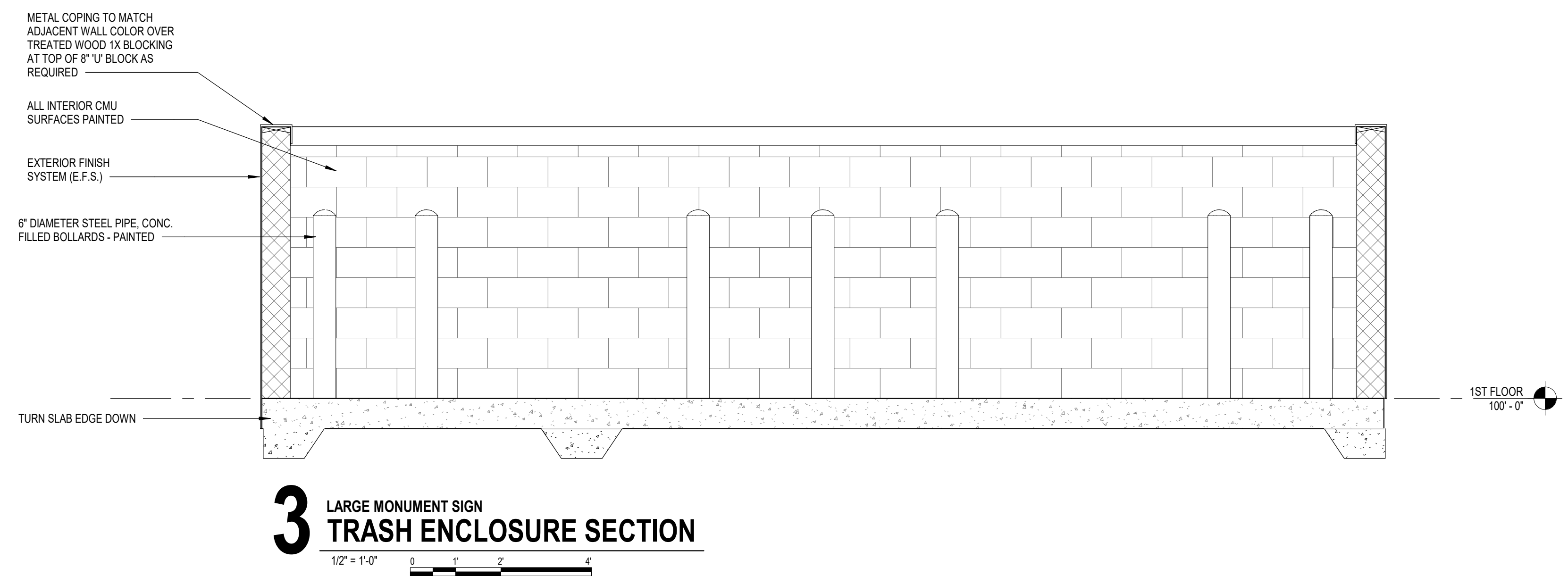
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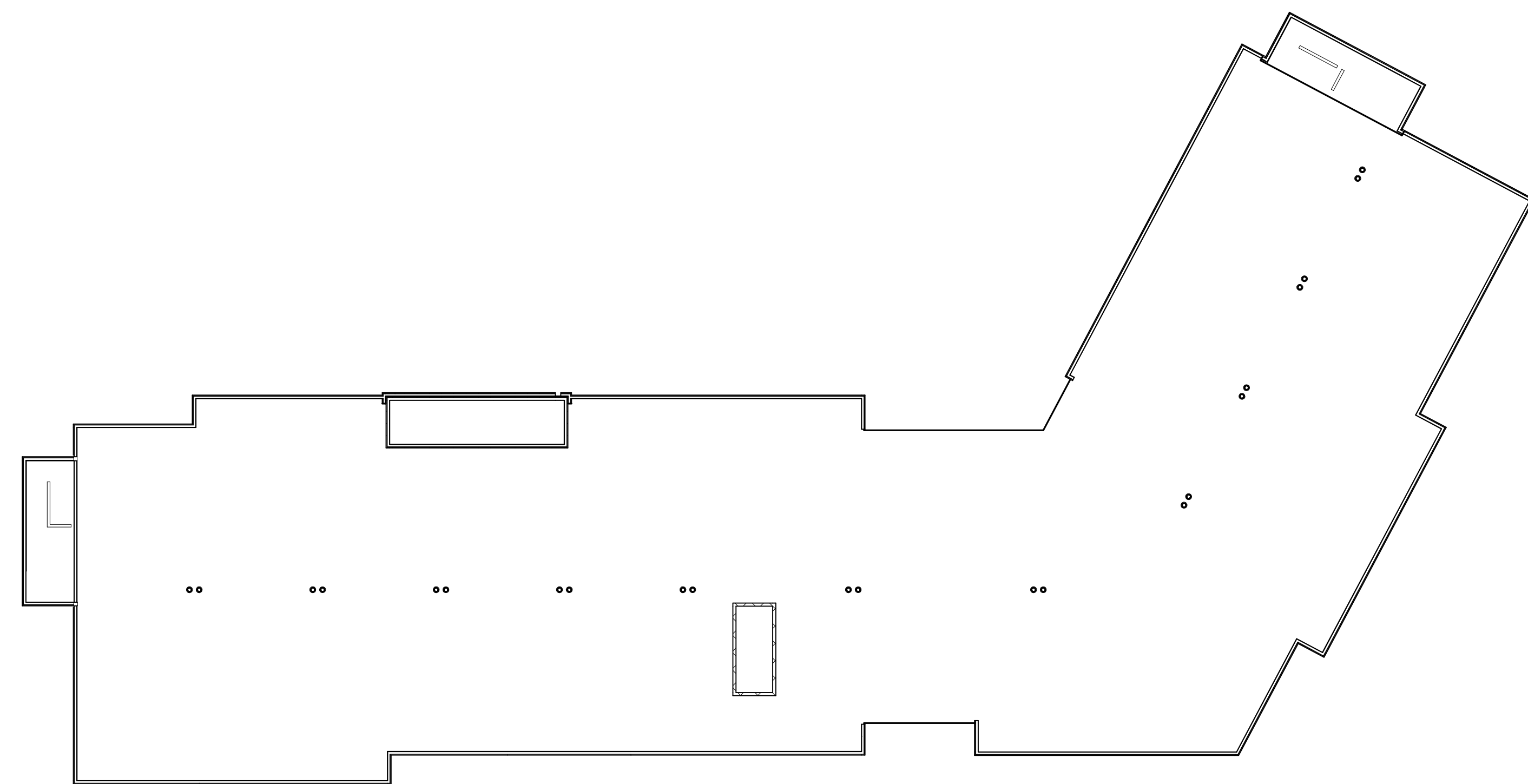
CONTACT: DAVE DRESHER
DRAWN: ST, CM
CHECKED: DD
PROJECT NUMBER:
23304
SHEET TITLE:
ARCHITECTURAL SITE PLAN
SHEET NUMBER:
SA-01.0



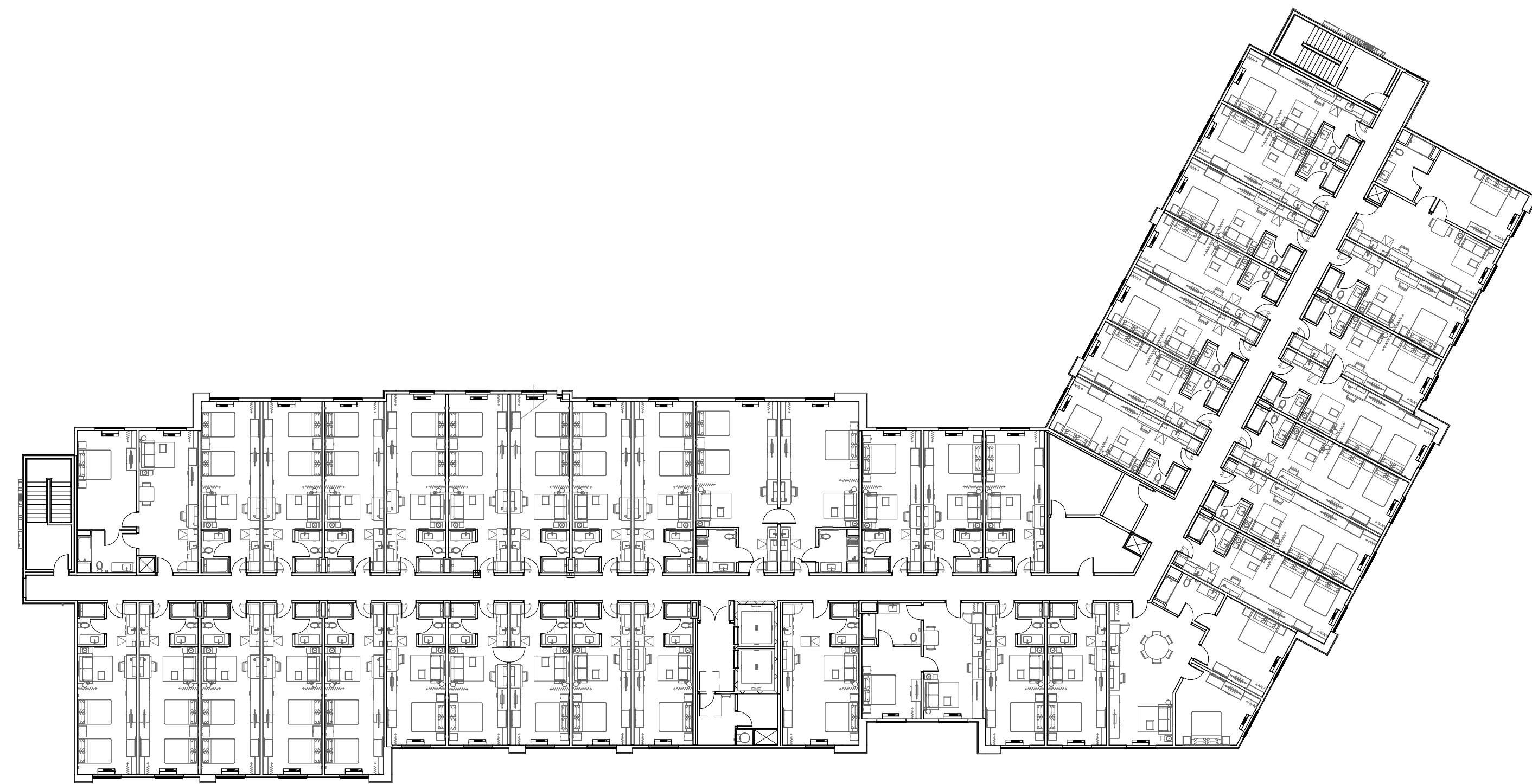
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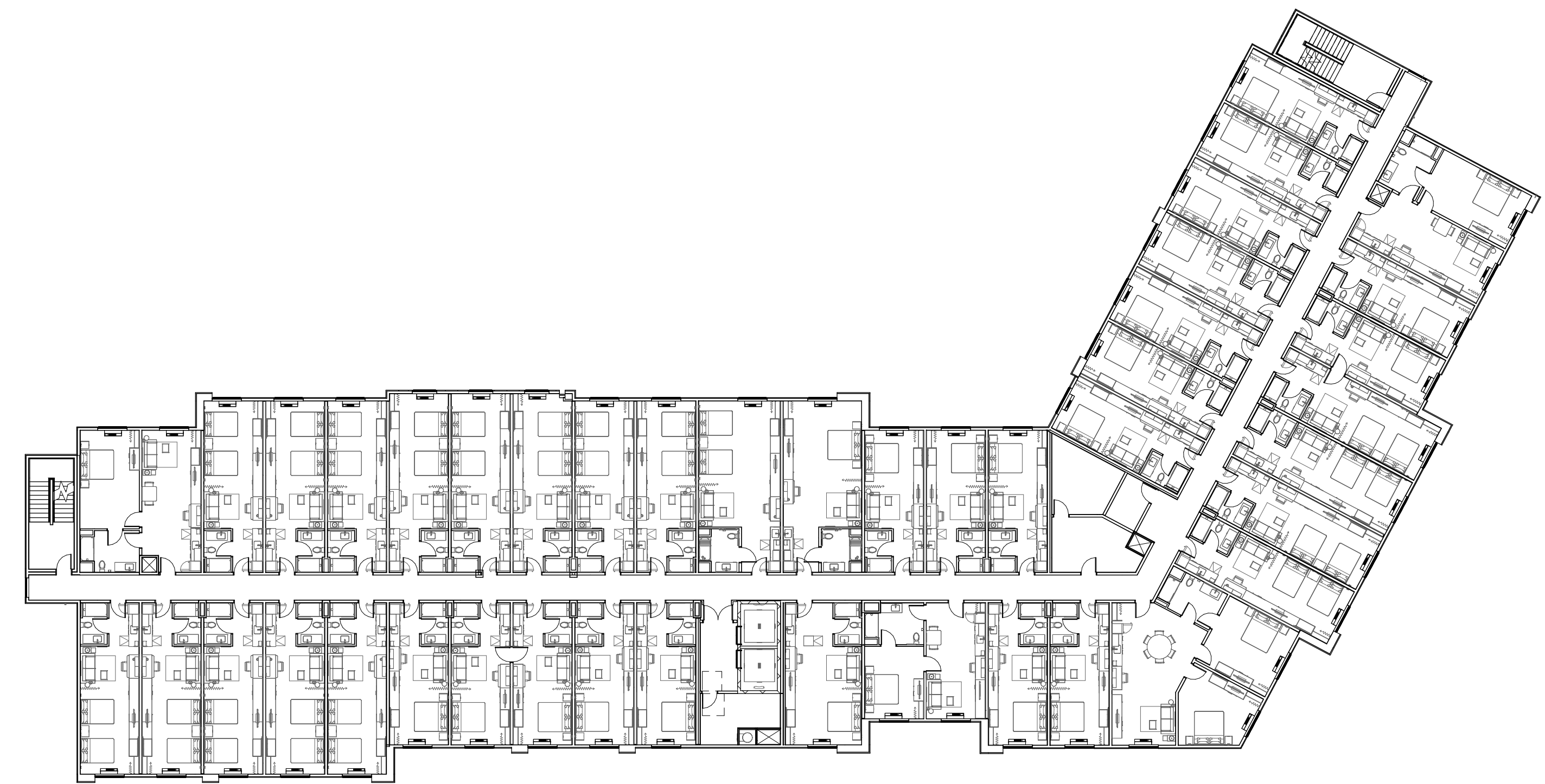




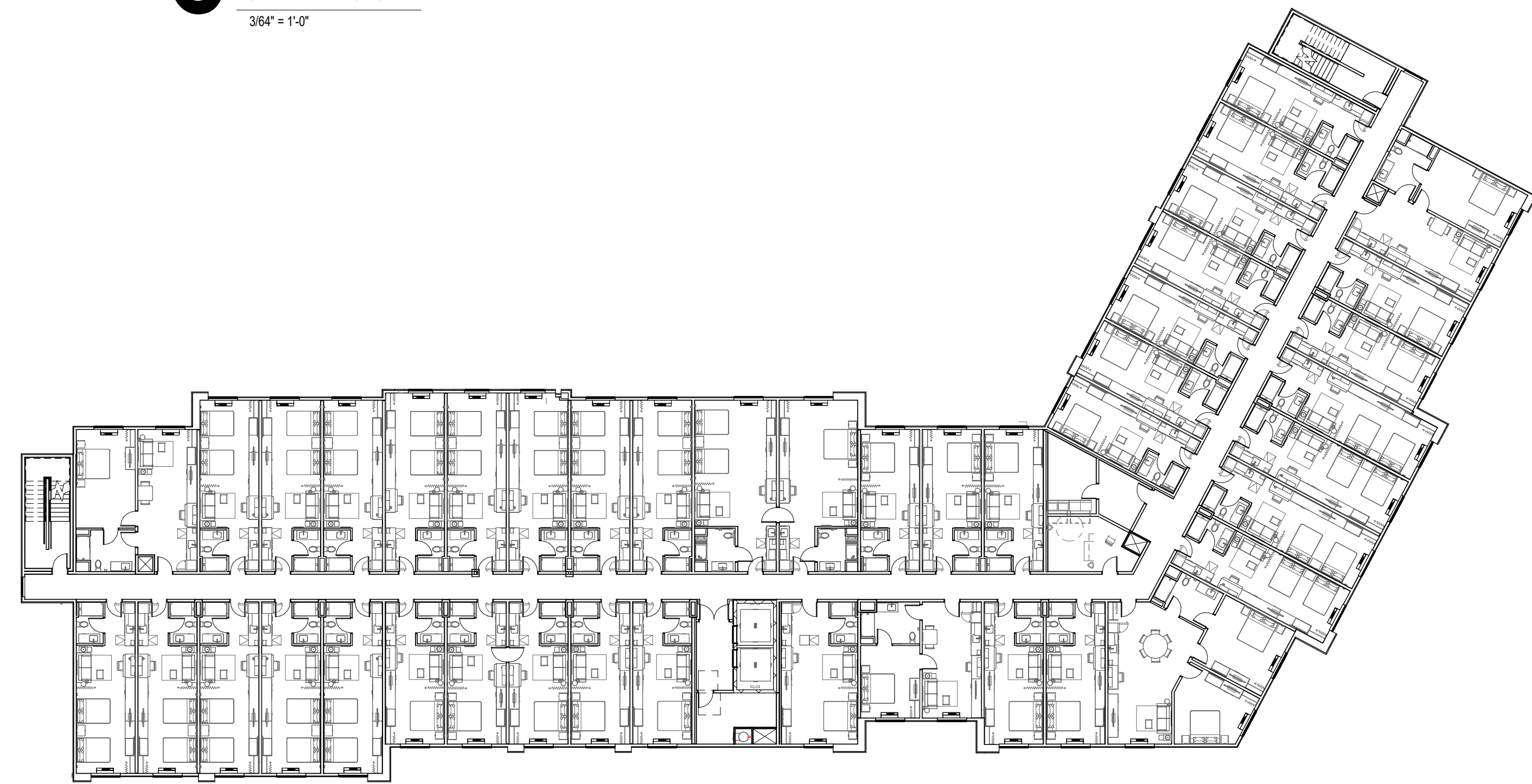
E LARGE MONUMENT SIGN
ROOF PLAN
3/64" = 1'-0"



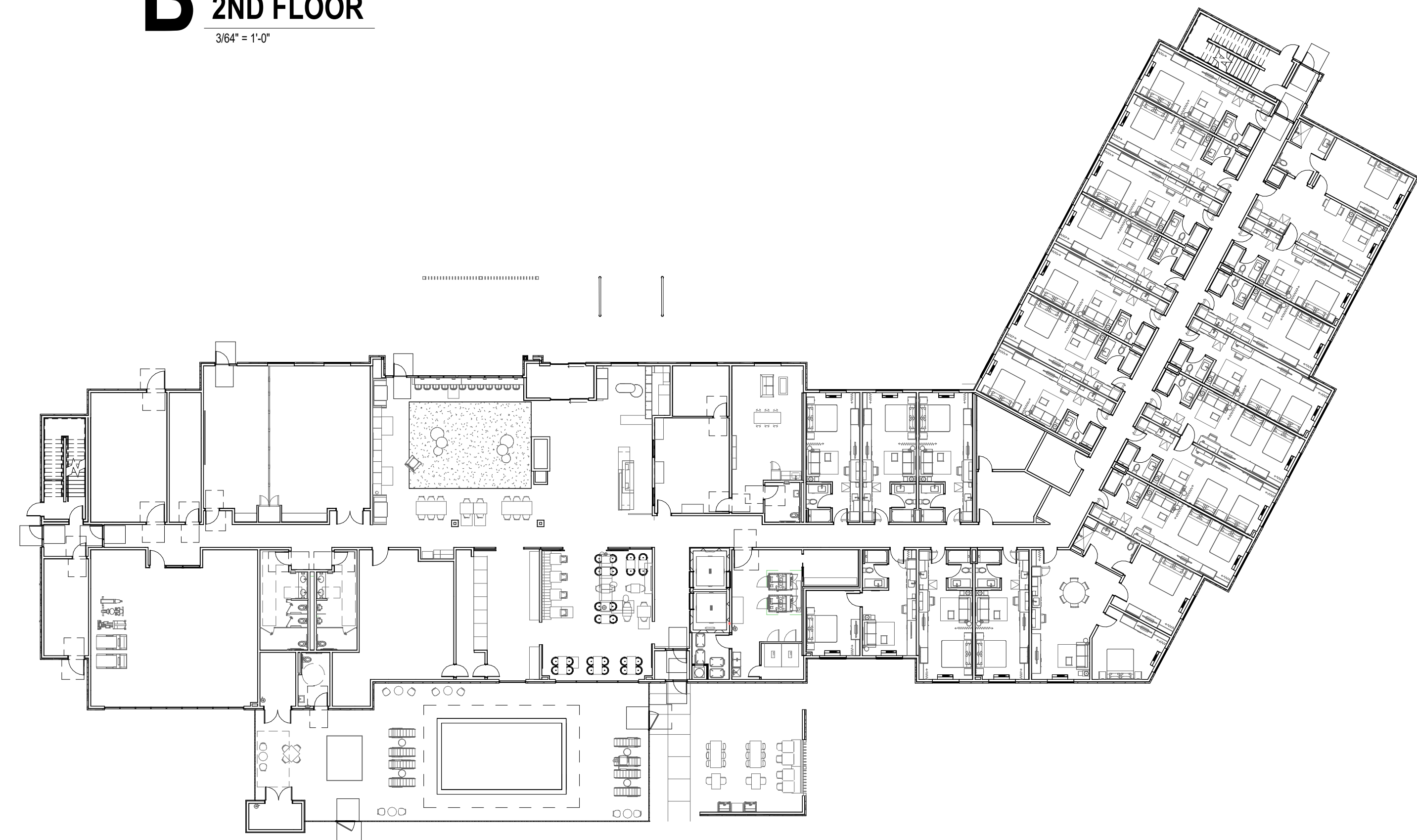
D [?] 4TH FLOOR
3/64" = 1'-0"



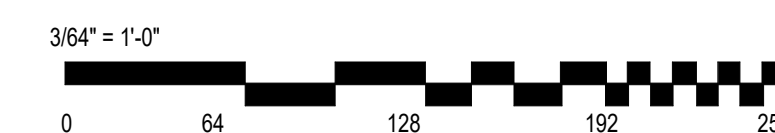
C [?] **3RD FLOOR**
3'6" = 1'-0"



B [?] 2ND FLOOR
3/64" = 1'-0"



A [?] **1ST FLOOR**
3/64" = 1'-0"



GENERAL PLAN NOTES:

1. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD UNLESS NOTED OTHERWISE.
2. SEE SHEETS XX AND XX FOR LARGE SCALE GUESTROOM PLANS.
3. SEE SHEETS XX AND XX FOR LARGE SCALE PUBLIC AREAS.
4. REFERENCE SHEET XX FOR FINISH SCHEDULE.
5. SEE SHEET XX FOR DOOR SCHEDULE AND CLASS.
6. SEE SHEET XX FOR WINDOW TYPES.
7. SEE SHEET XX FOR PARTITION TYPES.
8. TYPICAL SUITE DESIGNATION:

GZS	A
PLAN TYPE - REF.	ENLARGED GUESTROOM PLANS
9. SEE SHEET XX FOR ENLARGED STAIR PLANS.
10. GYPSUM BOARD BETWEEN BATHTUBS; SHOWERS, PUBLIC REST ROOM LAVATORY AND URINAL CEMENT FLOORING. GYPSUM BACKERS IN COMPLIANCE WITH ASTM C 1178, C 1288 OR C 1283, IS REQUIRED BEHIND TILE OR SURROUNDS. WALLS OUTSIDE THE TILED AREA OR TUB/SHOWER SURROUNDS ARE TO BE MOLD RESISTANT GYPSUM BOARD.
11. MOLD RESISTANT GYPSUM BOARD TO BE USED AT: PLUMBING FIXTURE WALLS AND MOP SINKS. FIBER CEMENT BOARD TO BE USED IN LEU OF MOLD RESISTANT GYPSUM BOARD AS DIRECTED BY CODE.
12. REFER TO DRAWINGS FOR FINISH, FURNITURE, EQUIPMENT AND ACCESSORY INFORMATION.
13. FIRST-FLOOR HOTEL COLLEUMS AND PRIMARY STRUCTURE NORTH OF THE FIRE WALL IS 8-10 HOUR RATED - REF. UO ASSEMBLIES.

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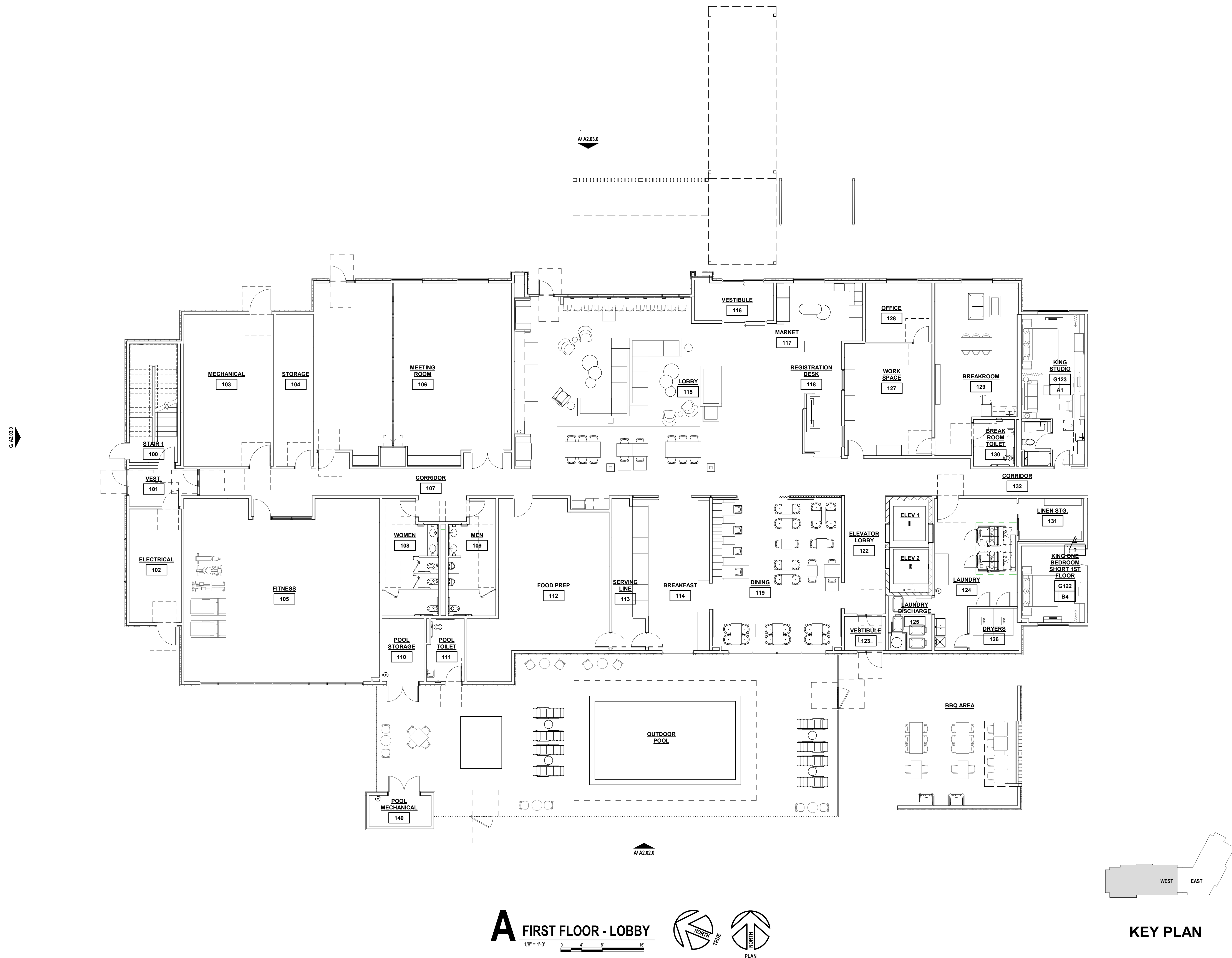
345 Riverview, Suite 200, Wichita, KS 67203
T 316.268.0230 F 316.268.0205

**NOT FOR
CONSTRUCTION**

CONTACT: DAVE DRESHER
DRAWN: ST
CHECKED: DD
PROJECT NUMBER:
23304

SHEET TITLE:
1ST FLOOR - LOBBY

SHEET NUMBER:
A1.01.A



GENERAL PLAN NOTES:

1. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD UNLESS NOTED OTHERWISE.
2. SEE SHEETS XX AND XX FOR LARGE SCALE GUESTROOM PLANS.
3. SEE SHEETS XX AND XX FOR LARGE SCALE PUBLIC AREAS.
4. REFERENCE SHEET XX FOR FINISH SCHEDULE.
5. SEE SHEET XX FOR DOOR SCHEDULE AND TYPES.
6. SEE SHEET XX FOR WINDOW SCHEDULE AND TYPES.
7. SEE SHEET XX FOR PARTITION TYPES.
8. TYPICAL SUITE DESIGNATION:

G225	GUESTROOM NO.
	PLAN TYPE - REF. ENLARGED GUESTROOM PLANS
9. SEE SHEET XX FOR ENLARGED STAIR PLANS.
10. SEE SHEET XX FOR BATHS, BATHTUBS, SHOWERS, PUBLIC REST ROOM LAVATORY AND URINALS. FIBER CEMENT BOARD TO BE USED IN LIEU OF MOLD RESISTANT GYPSUM BOARD WITH ASTM C 1178, C 1288 OR C 1325, IS REQUIRED BEHIND THE OR SURROUNDINGS. WALLS OUTSIDE THE TILED AREA OR TUB/SHOWER SURROUNDINGS ARE TO BE MOLD RESISTANT GYPSUM BOARD.
11. MOLD RESISTANT GYPSUM BOARD TO BE USED AT: PLUMBING FIXTURE WALLS AND MOP SINKS. FIBER CEMENT BOARD TO BE USED IN LIEU OF MOLD RESISTANT GYPSUM BOARD AS DETAIL ELSEWHERE.
12. REFER TO DRAWINGS FOR FINISH, FINISHES, EQUIPMENT AND ACCESSORY INFORMATION.
13. ALL FIRST FLOOR FLOOR, COLUMN AND PRIMARY STRUCTURE NORTH OF THE FIRE WALL IS 3-HOUR RATED - REF. UL ASSEMBLIES.

HOME 2
SUITES BY HILTON

LOT 100 E. MEADOWS DR.
GLENWOOD SPRINGS, CO

LK ARCHITECTURE

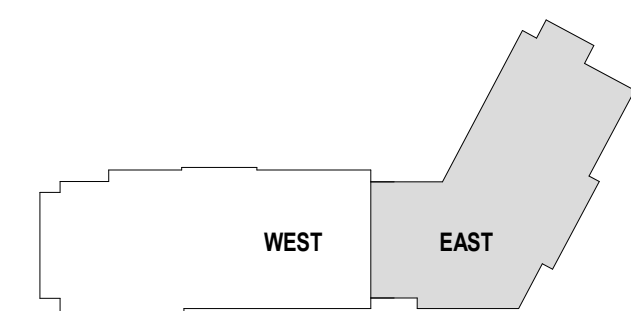


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CONTACT: DAVE DRESHER
DRAWN: ST
CHECKED: DD
PROJECT NUMBER:
23304

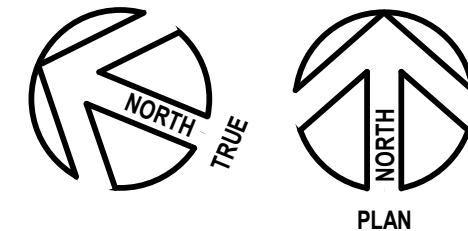
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1ST FLOOR - NORTHEAST

SHEET NUMBER:
A1.01.B



KEY PLAN

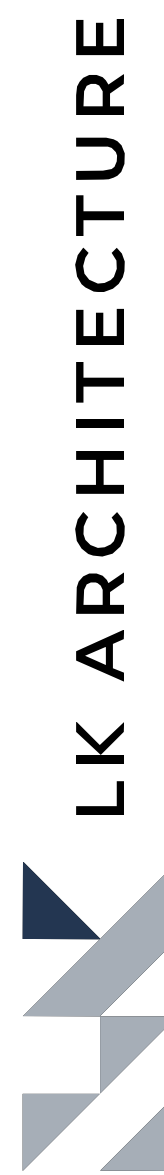
B 1ST FLOOR - NORTHEAST



GENERAL PLATE NOTATIONS:

1. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD UNLESS NOTED OTHERWISE.
2. SEE SHEETS XX AND XX FOR LARGE SCALE GUESTROOM PLANS.
3. SEE SHEETS XX AND XX FOR LARGE SCALE PUBLIC AREAS.
4. REFERENCE SHEET XX FOR FINISH SCHEDULE.
5. SEE SHEET XX FOR DOOR SCHEDULE AND TYPES.
6. SEE SHEET XX FOR WINDOW TYPES.
7. SEE SHEET XX FOR PARTITION TYPES.
8. **TYPICAL SUEE DESIGNATION:**

9. SEE SHEET XX FOR ENLARGED STAIR PLANS.
10. GYMNASIUM CENTER BUILDINGS, SHOWERS, PUBLIC REST ROOM, LAVATORY AND OYSTON BOARD BATHS OR BATHS, IS REQUIRED BEHIND TUB OR SURROUNDINGS IN COMPLIANCE WITH ASTM C 1178, C 1288 OR C 1235, IS REQUIRED BEHIND TUB OR SURROUNDINGS, WALLS OUTSIDE THE TILED AREA OR TUB-SHOWER SURROUNDINGS ARE TO BE MOLD RESISTANT GYPSUM BOARD.
11. MOLD RESISTANT GYPSUM BOARD TO BE USED AT: PLUMBING FIXTURE WALLS AND MOP RESISTANT BOARD TO BE USED IN LEU OF MOLD RESISTANT GYPSUM BOARD AS DIRECTED ELSEWHERE.
12. REF TO DRAWINGS FOR FINISH, FURNITURE, EQUIPMENT AND ACCESSORY INFORMATION.
13. ALL FIRST FLOOR FLOOR COLUMNS AND PRIMARY STRUCTURE NORTH OF THE FIRE WALL IS 3-HOUR RATE - REF. ALL ASSEMBLIES.

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345 Riverview, Suite 200, Wichita, KS 67203
T 316 268 0230 F 316 268 0205

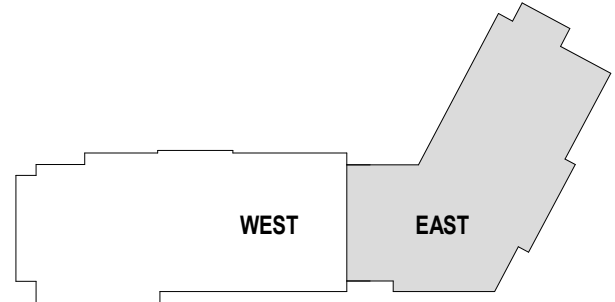
**NOT FOR
CONSTRUCTION**

CONTACT: DAVE DRESHER
DRAWN: ST
CHECKED: DD

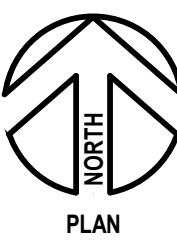
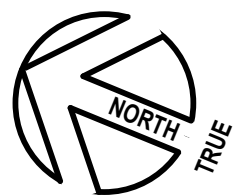
PROJECT NUMBER:
23304

SHEET TITLE:
2ND FLOOR - NORTHEAST

SHEET NUMBER:
A1.02.B



KEY PLAN



GENERAL PLAN NOTES:

1. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD UNLESS NOTED OTHERWISE.
2. SEE SHEETS XX-XX-XX FOR LARGE SCALE GUESTROOM PLANS.
3. SEE SHEETS XX-XX-XX FOR LARGE SCALE PUBLIC AREAS.
4. REFERENCE SHEET XX FOR FINISH SCHEDULE.
5. SEE SHEET XX FOR FLOOR SCHEDULES AND TYPES.
6. SEE SHEET XX FOR WINDOW TYPES.
7. SEE SHEET XX FOR PARTITION TYPES.
8. TYPICAL SUITE DESIGNATION:


PLAN TYPE: ENLARGED GUESTROOM PLAN
9. SEE SHEET XX FOR ENLARGED STAIR PLANS.
10. GYMNASIUM BOARD BETWEEN BATHRUIMS, GUESTROOMS, PUBLIC REST ROOM, LAVATORY AND URINALS, CEMENT, FIBER-CEMENT OR GLASS MAT GYMNASIUM BACKERS IN COMPLIANCE WITH ASTM C 1178, C 1268 OR C 1325, IS REQUIRED BETWEEN TILE OR SURROUNDINGS, WALLS OUTSIDE OF REST AREA OR TUB/SHOWER SURROUNDINGS ARE TO BE MOLD RESISTANT GYMNASIUM BOARD.
11. MOLD RESISTANT GYMNASIUM BOARD TO BE USED AT: PLUMBING FIXTURE WALLS AND MOP WALLS, GYMNASIUM BOARD TO BE USED IN LIEU OF MOLD RESISTANT GYMNASIUM BOARD AS DIRECTED ELSEWHERE.
12. REFER TO DRAWINGS FOR FINISH, FURNITURE, EQUIPMENT AND ACCESSORY INFORMATION.
13. ALL FIRST FLOOR HOLE COLUMNS AND PRIMARY STRUCTURE NORTH OF THE FIRE WALL IS 3-HOUR RATED - REF. UL ASSEMBLIES.

[illegible]

LK ARCHITECTURE



345 Riverview, Suite 200, Wichita, KS 67203
T 316.268.0230 F 316.268.0205

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CONSTRUCTION**

CONTACT: DAVE DRESHER
DRAWN: ST
CHECKED: DD
PROJECT NUMBER:
23304
SHEET TITLE:
3RD FLOOR - NORTHEAST
SHEET NUMBER:
A1.03.B



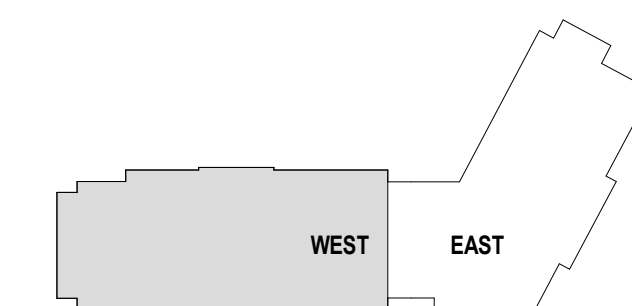
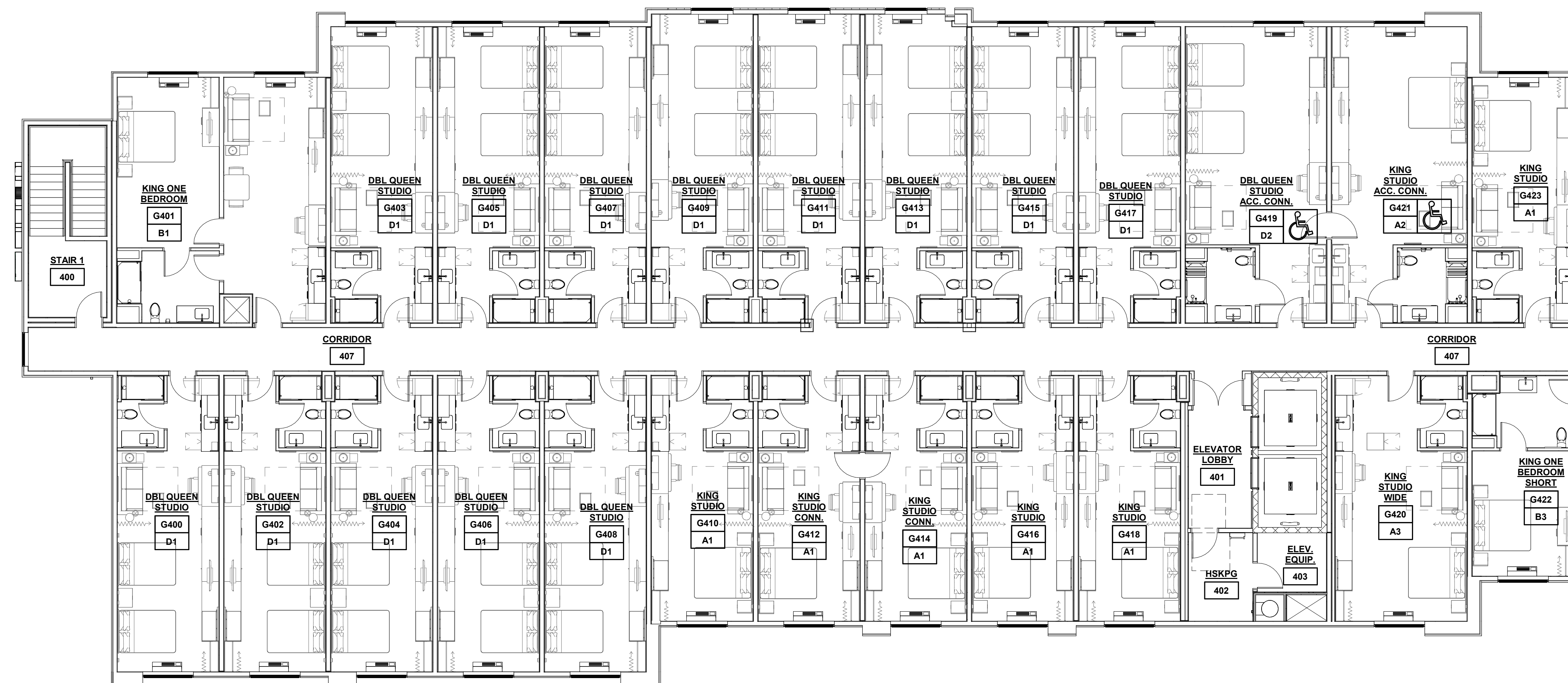
GENERAL PLAN NOTES:

1. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD UNLESS NOTED OTHERWISE.
2. SEE SHEETS XX AND XX FOR LARGE SCALE SCHEDULE PLANS.
3. SEE SHEETS XX AND XX FOR LARGE SCALE FLOOR AREAS.
4. REFERENCE SHEET XX FOR FINISH SCHEDULE.
5. SEE SHEET XX FOR DOOR SCHEDULE AND TYPES.
6. SEE SHEET XX FOR WINDOW TYPES.
7. SEE SHEET XX FOR PARTITION TYPES.

TYPICAL STUD DESIGNATION:

The diagram shows a rectangular room labeled 'G226' with a 'STUD' label. Below the room, it says 'PLAN TYPE - REF. ENLARGED GUESTROOM PLANS'.

8. GUESTROOM NO.
9. SEE SHEET XX FOR ENLARGED STAIR PLANS.
10. GUESTROOM BOARDING BATHS, SHOWERS, PUBLIC REST ROOM, LAVATORY AND
 11. URINALS: CEMENT FIBER BOARD CLASS M MOUNTED ON GYPSUM BACKERS IN COMPLIANCE WITH
 ASTM C 1178, 1208 OR C 1328, IS REQUIRED BEHIND THE UR SURROUND, WALLS OUTSIDE
 THE TILED AREA OR TUB/SHOWER SURROUND ARE TO BE MOLD RESISTANT GYPSUM BOARD.
12. MOLD RESISTANT GYPSUM BOARD TO BE USED AT PLUMBING FIXTURE WALLS AND MOP
 SINKS. FIBER CEMENT BOARD TO BE USED IN LEVEL OF MOLD RESISTANT GYPSUM BOARD AS
 DIRECTED ELSEWHERE.
13. REFER TO DRAWINGS FOR FINISH, FURNITURE, EQUIPMENT AND ACCESSORY
 INFORMATION.
14. ALL FLOOR FLOOR COLLUMNS AND PARTIAL STRUCTURE NORTH OF THE FIRE WALL IS 3-
 HOUR RATED - REF. UL ASSEMBLIES.

[illegible]

KEY PLAN

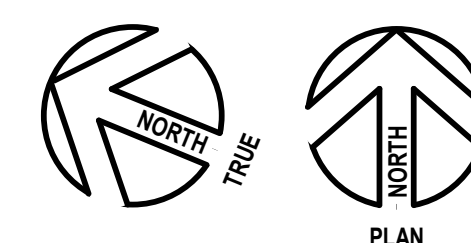
LK ARCHITECTURE

**NOT FOR
CONSTRUCTION**

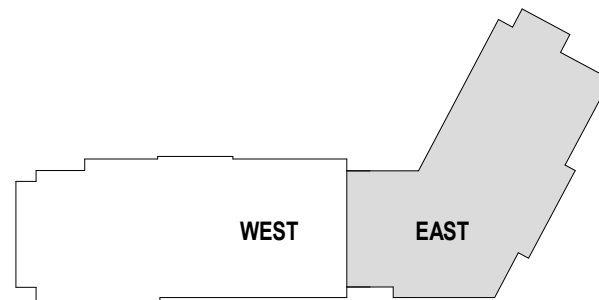
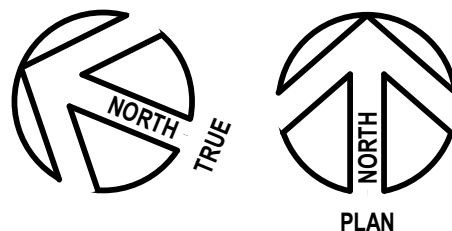
CONTACT: DAVE DRESHER
DRAWN: ST
CHECKED: DD
PROJECT NUMBER:
23304

SHEET TITLE:
4TH FLOOR - NORTHWEST

SHEET NUMBER:
A1.04.A



B ROOF PLAN - NORTHEAST



KEY PLAN

1. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD UNLESS NOTED OTHERWISE.
2. SEE SHEETS XX FOR LARGE SCALE STUD UNLESS NOTED OTHERWISE.
3. SEE SHEETS XX AND XX FOR LARGE SCALE PUBLIC AREAS.
4. REFERENCE SHEET XX FOR FINISH SCHEDULE.
5. SEE SHEET XX FOR FLOOR FINISHES AND TYPES.
6. SEE SHEET XX FOR WINDOW TYPES.
7. SEE SHEET XX FOR PARTITION TYPES.
8. TYPICAL SUITE DESIGNATION:

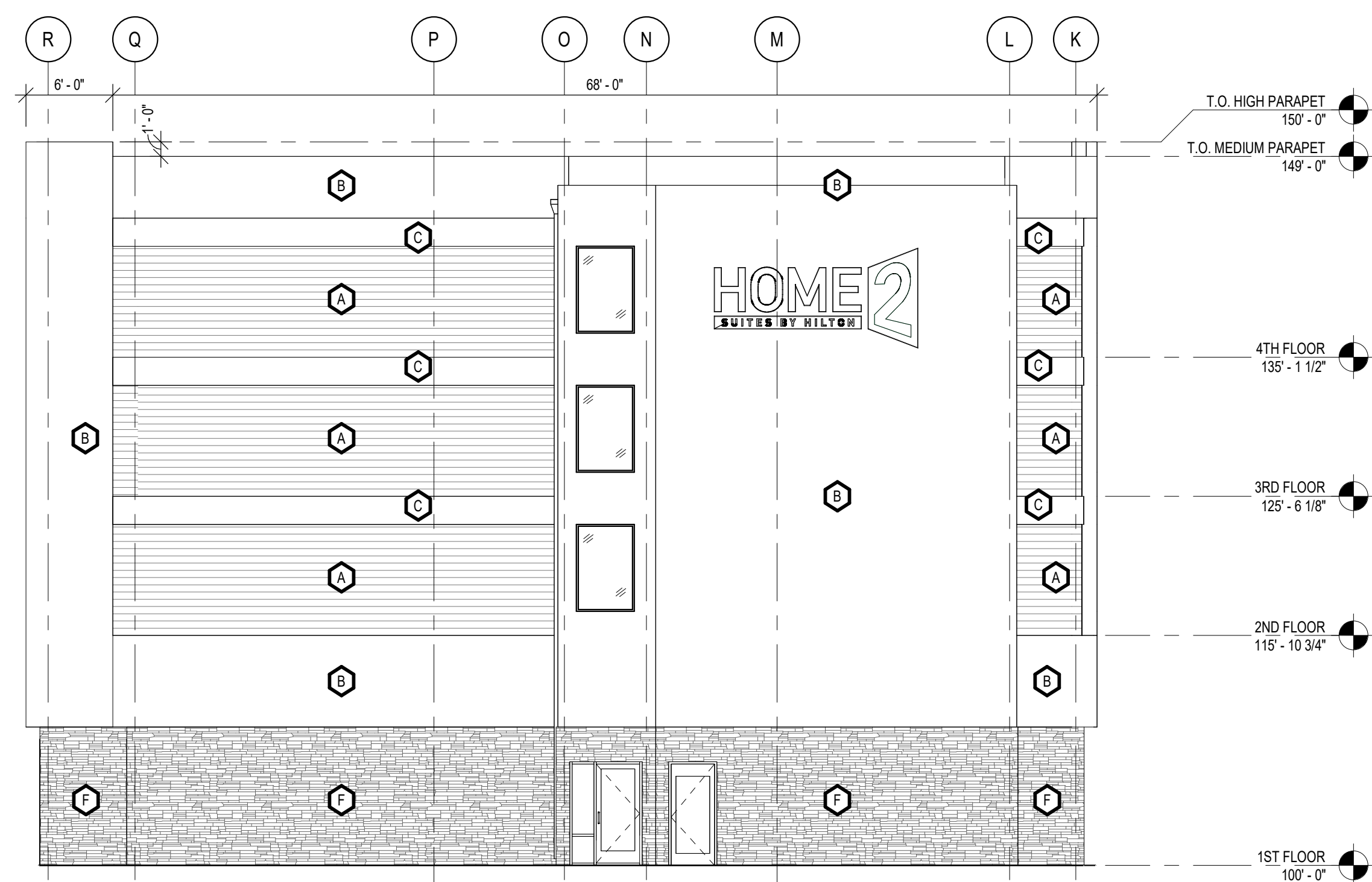
G225	QUESTROOM NO.
PLAN TYPE	REF: ENLARGED QUESTROOM PLANS
9. SEE SHEET XX FOR ENLARGED STAIR PLANS.
10. SEE SHEET XX REGARDING BATHROOMS, SHOWERS, PUBLIC RESTROOM LAVATORY AND URINALS. ELEMENT: FIBER-GLASS OR GLASS MAT GYSUM BACKINGS IN COMPLIANCE WITH ASTM C 1178, C 1208 OR C 1325, IS REQUIRED BEHIND TILE OR SURROUNDS, WALLS OUTSIDE THE TILED AREA OR TUB/SHOWER SURROUNDS ARE TO BE MOULD RESISTANT GYPSUM BOARD.
11. MOULD RESISTANT GYPSUM BOARD TO BE USED AT PLUMBING FIXTURE WALLS AND MOP SINKS. FIBER CEMENT BOARD TO BE USED IN LEVEL OF MOULD RESISTANT GYPSUM BOARD OR DIRECTLY ELSEWHERE.
12. REFER TO DRAWINGS FOR FINISH, FURNITURE, EQUIPMENT AND ACCESSORY INFORMATION.
13. ALL WALLS, FLOOR, UTILITY COLLUMS AND PRIMARY STRUCTURE NORTH OF THE FIRE WALL IS NON-RATED - REF. ASSESSMENTS

[illegible]

**NOT FOR
CONSTRUCTION**

CONTACT: DAVE DRESHER
DRAWN: ST, DT
CHECKED: DD
PROJECT NUMBER:
23304
SHEET TITLE:
ROOF PLAN - NORTHEAST
SHEET NUMBER:
A1.05.B

EXTERIOR MATERIAL SCHEDULE		
MATERIAL	COLOR/TYPE	MANUFACTURER
A PAINTED CEMENT BOARD SIDING	COLOR: SW6051 TANBARK	HARDIE PLANK LAP SIDING
B E.I.F.S. COLOR 1	COLOR: SW7051 ANALYTICAL GRAY	-
C E.I.F.S. COLOR 2	COLOR: SW7081 SENSUOUS GRAY	-
D E.I.F.S. COLOR 3	COLOR: SW7083 DARKROOM	-
E E.I.F.S. BRAND GREEN	COLOR: PMS 383CBM 398 FLOWER POWER	-
F STACK STONE VENEER	TYPE: PRO-FIT LEDGESTONE COLOR: GRAY	CULTURED STONE
G GLAZING	-	-

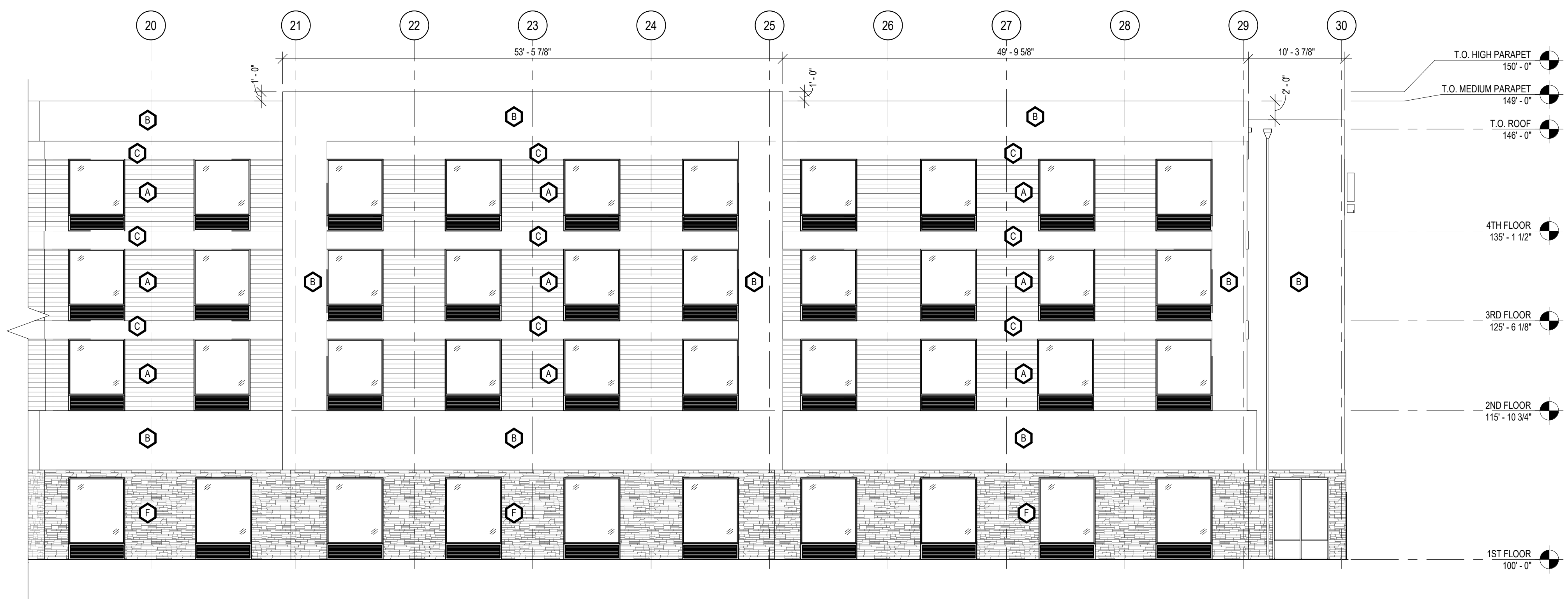


C **NORTHEAST ELEVATION**

1/8" = 1'-0"

0 4' 8' 16'

		NORTHEAST ELEVATION	
MATERIAL		SURFACE AREA	% OF NET
A		787	22%
B		1791	51%
C		200	6%
D		0	0%
E		0	0%
F		630	18%
G		108	31%
GROSS OF WALL		3539	100%

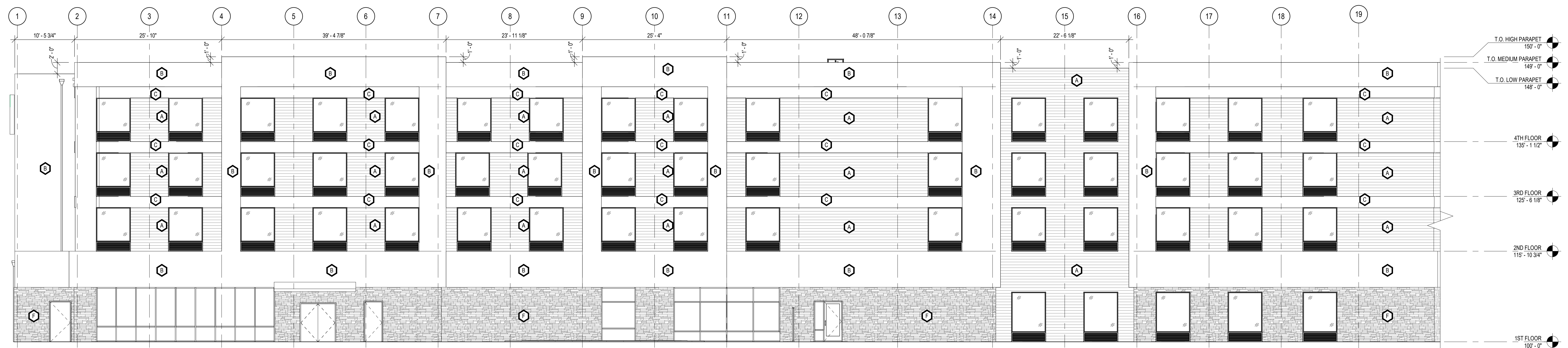


B

SOUTHEAST ELEVATION

1/8" = 1'-0"

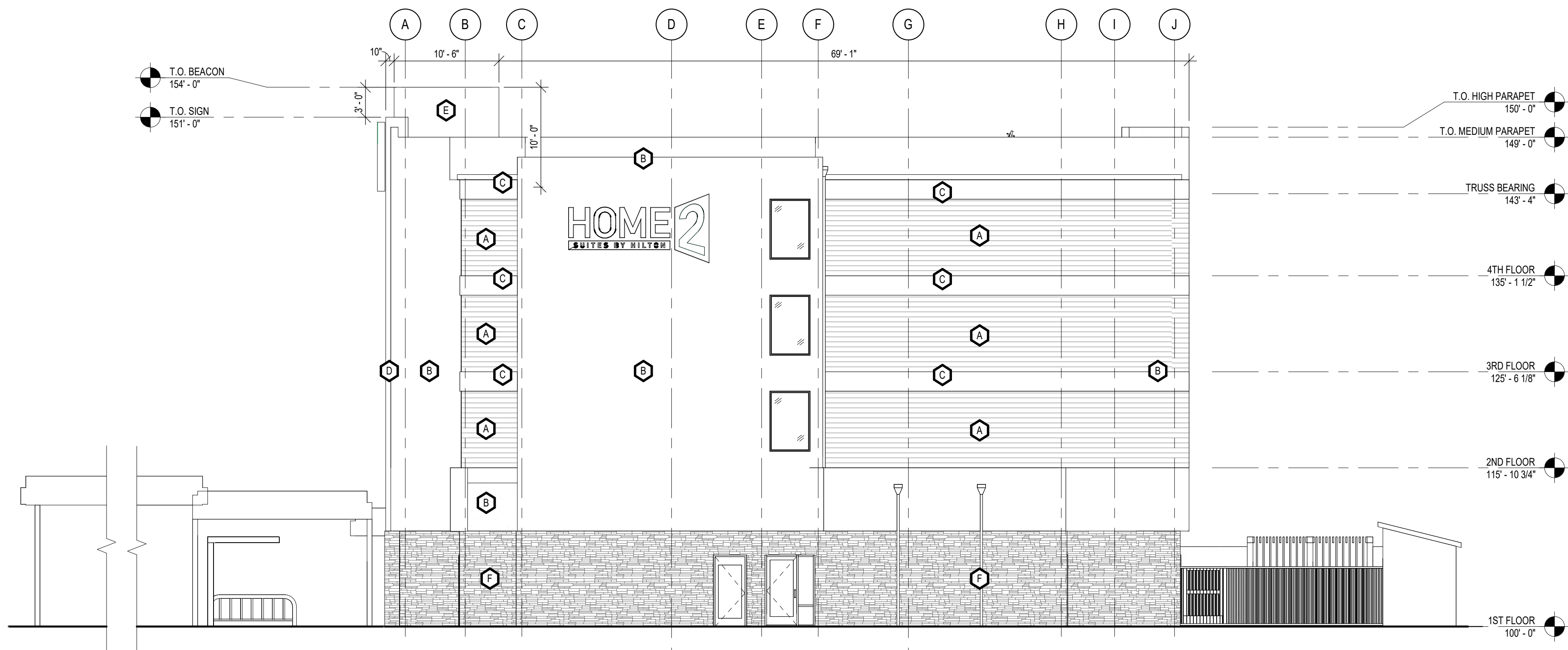
SOUTHEAST ELEVATION		
MATERIAL	SURFACE AREA	% OF NET
A	1511	22%
B	2162	32%
C	676	10%
D	0	0%
E	0	0%
F	810	12%
G	1338	20%
GROSS OF WALL	6832	100%



A SOUTH ELEVATION

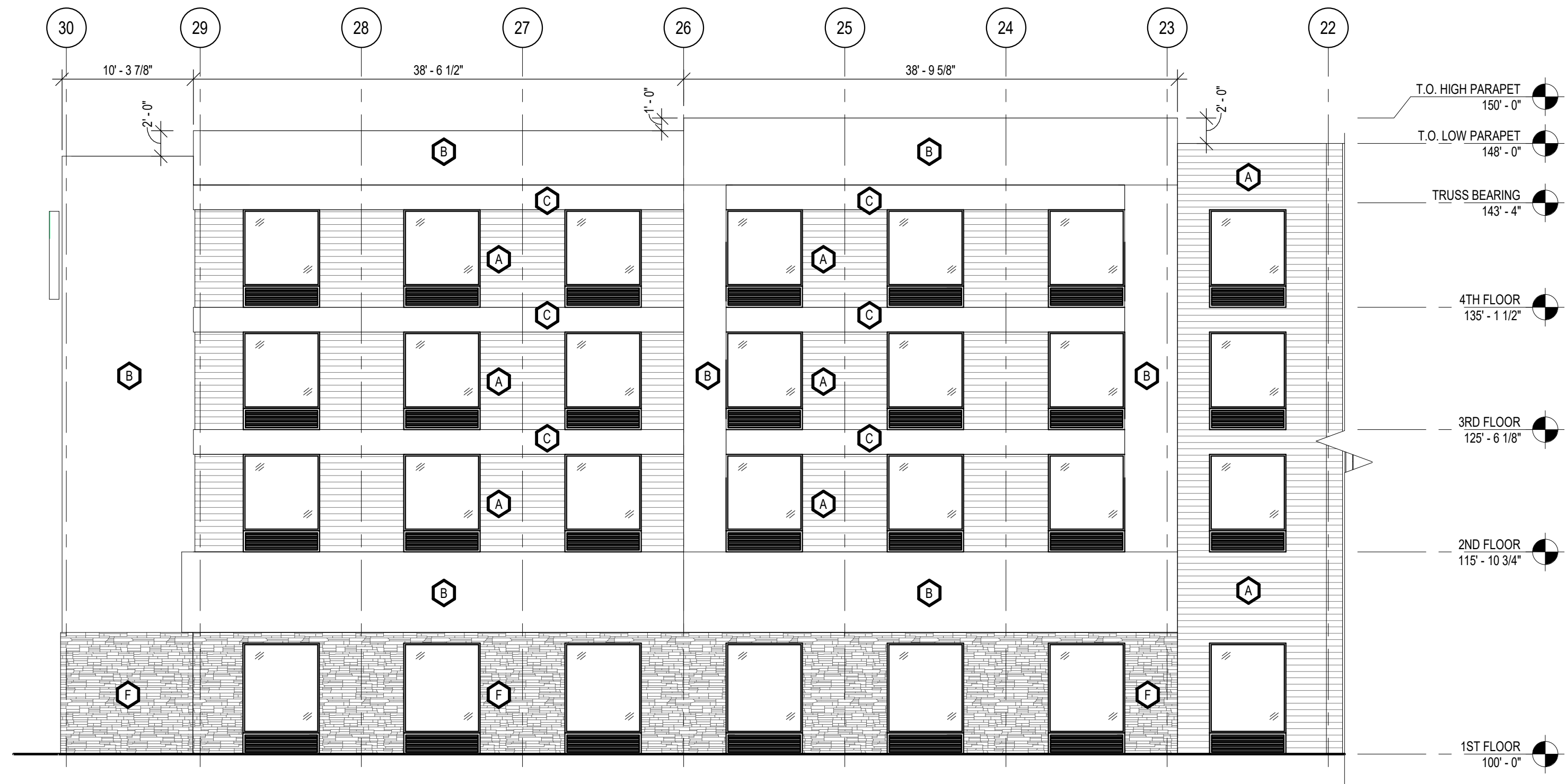
SOUTH ELEVATION		
MATERIAL	SURFACE AREA	% OF NET
A	3556	11%
B	3475	28%
C	1098	9%
D	0	0%
E	112	1%
F	1368	11%
G		
GROSS OF WALL	12210	100%

EXTERIOR MATERIAL SCHEDULE		
MATERIAL	COLOR/TYPE	MANUFACTURER
(A) PAINTED CEMENT BOARD SIDING	COLOR: SW6051 TANBARK	HARDIE PLANK LAP SIDING
(B) E.I.F.S. COLOR 1	COLOR: SW7051 ANALYTICAL GRAY	-
(C) E.I.F.S. COLOR 2	COLOR: SW7081 SENSUOUS GRAY	-
(D) E.I.F.S. COLOR 3	COLOR: SW7083 DARKROOM	-
(E) E.I.F.S. BRAND GREEN	COLOR: PMS 383C/BM 398 FLOWER POWER	-
(F) STACK STONE VENEER	TYPE: PRO-FIT LEDGESTONE COLOR: GRAY	CULTURED STONE
(G) GLAZING	-	-



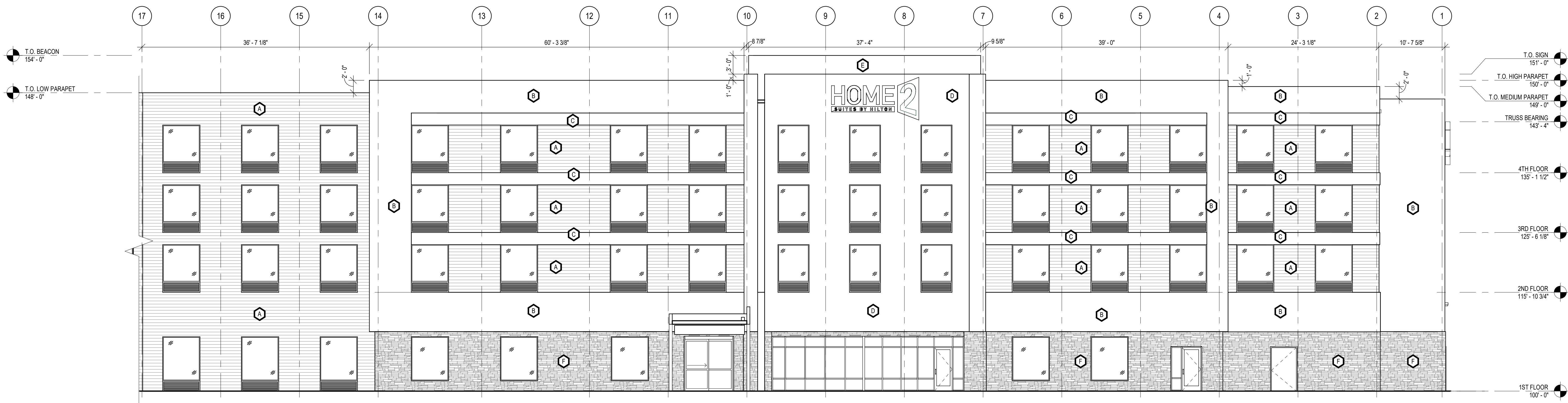
C WEST ELEVATION

WEST ELEVATION		
MATERIAL	SURFACE AREA	% OF NET
A	849	21%
B	1943	49%
C	216	5%
D	63	16%
E	49	1%
F	702	18%
G	108	3%
GROSS OF WALL	3955	100%



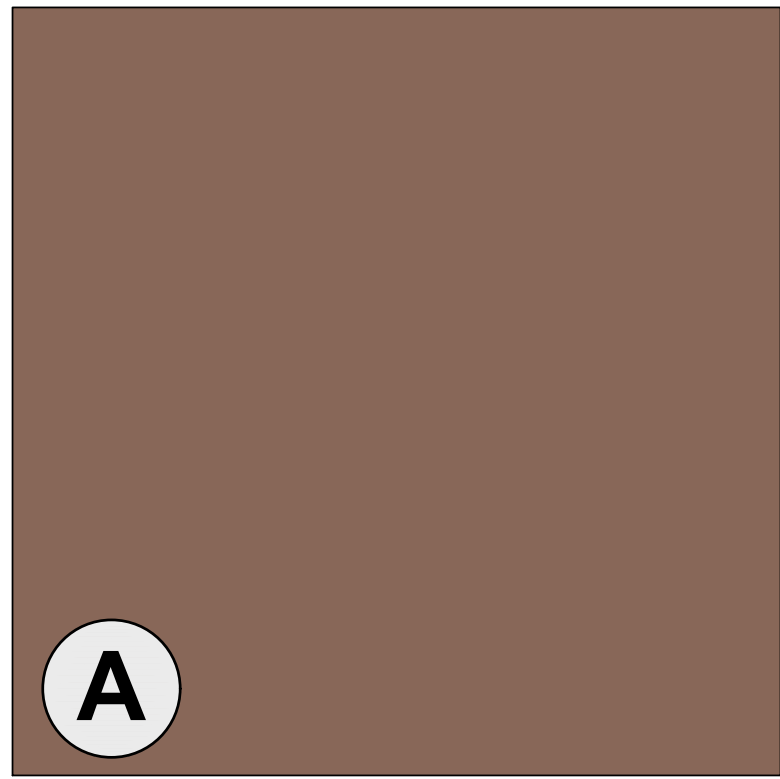
B NORTHWEST ELEVATION

NORTHWEST ELEVATION		
MATERIAL	SURFACE AREA	% OF NET
A	1229	25%
B	1473	30%
C	396	8%
D	0	0%
E	0	0%
F	648	13%
G	877	18%
GROSS OF WALL	4865	100%

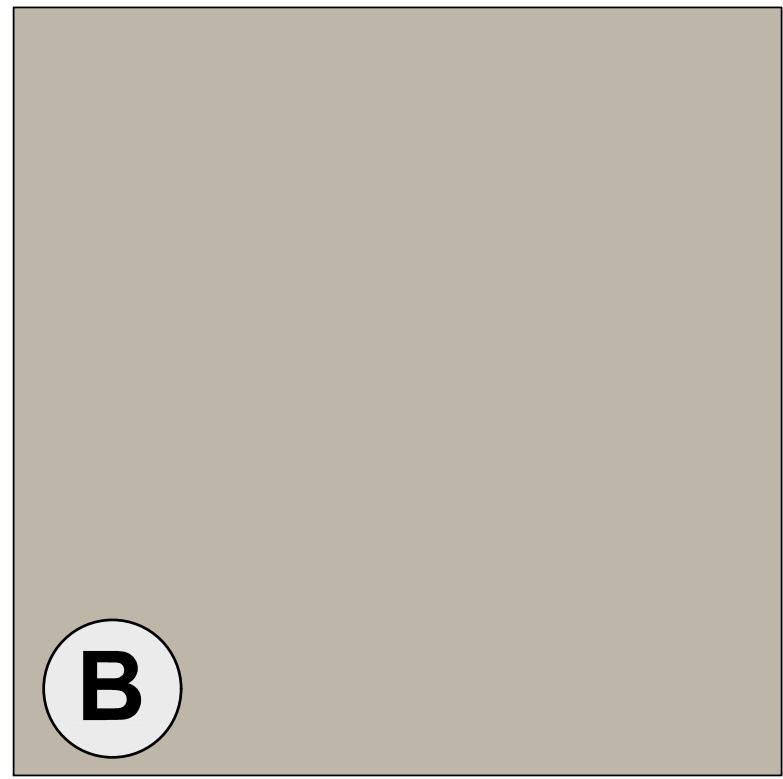


A NORTH ELEVATION

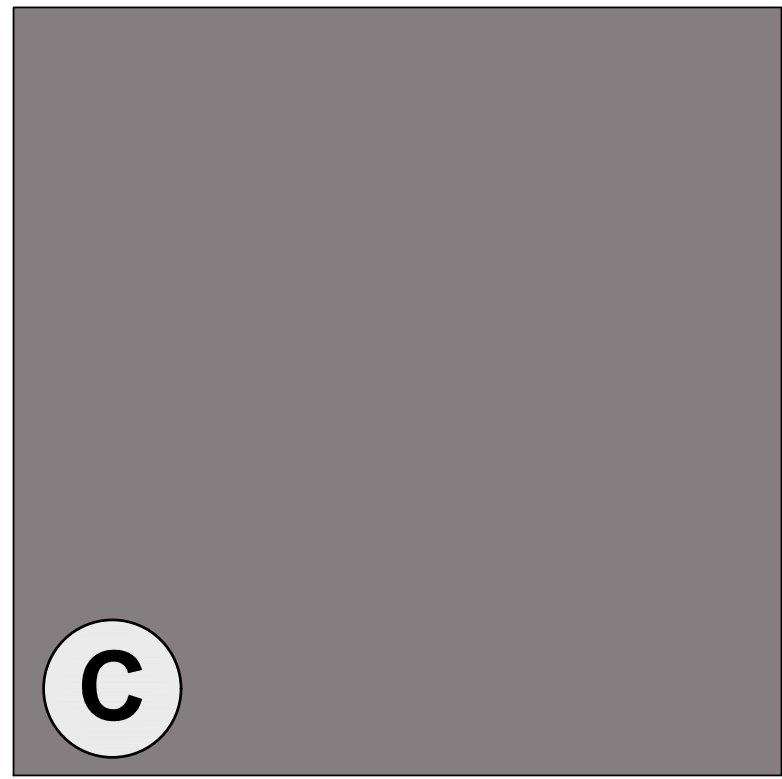
NORTH ELEVATION		
MATERIAL	SURFACE AREA	% OF NET
A	2885	28%
B	2039	19%
C	662	6%
D	1276	12%
E	112	1%
F	1053	10%
G	1911	18%
GROSS OF WALL	10478	100%



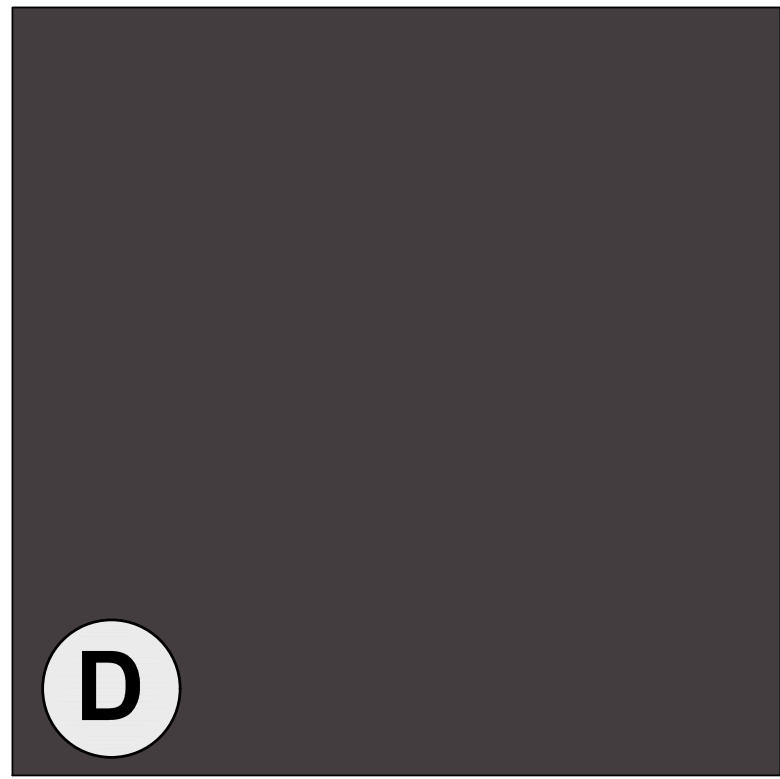
A
PAINTED CEMENT BOARD SIDING
MFG.: HARDIE PLANK LAP SIDING
COLOR: SW6061 TANBARK



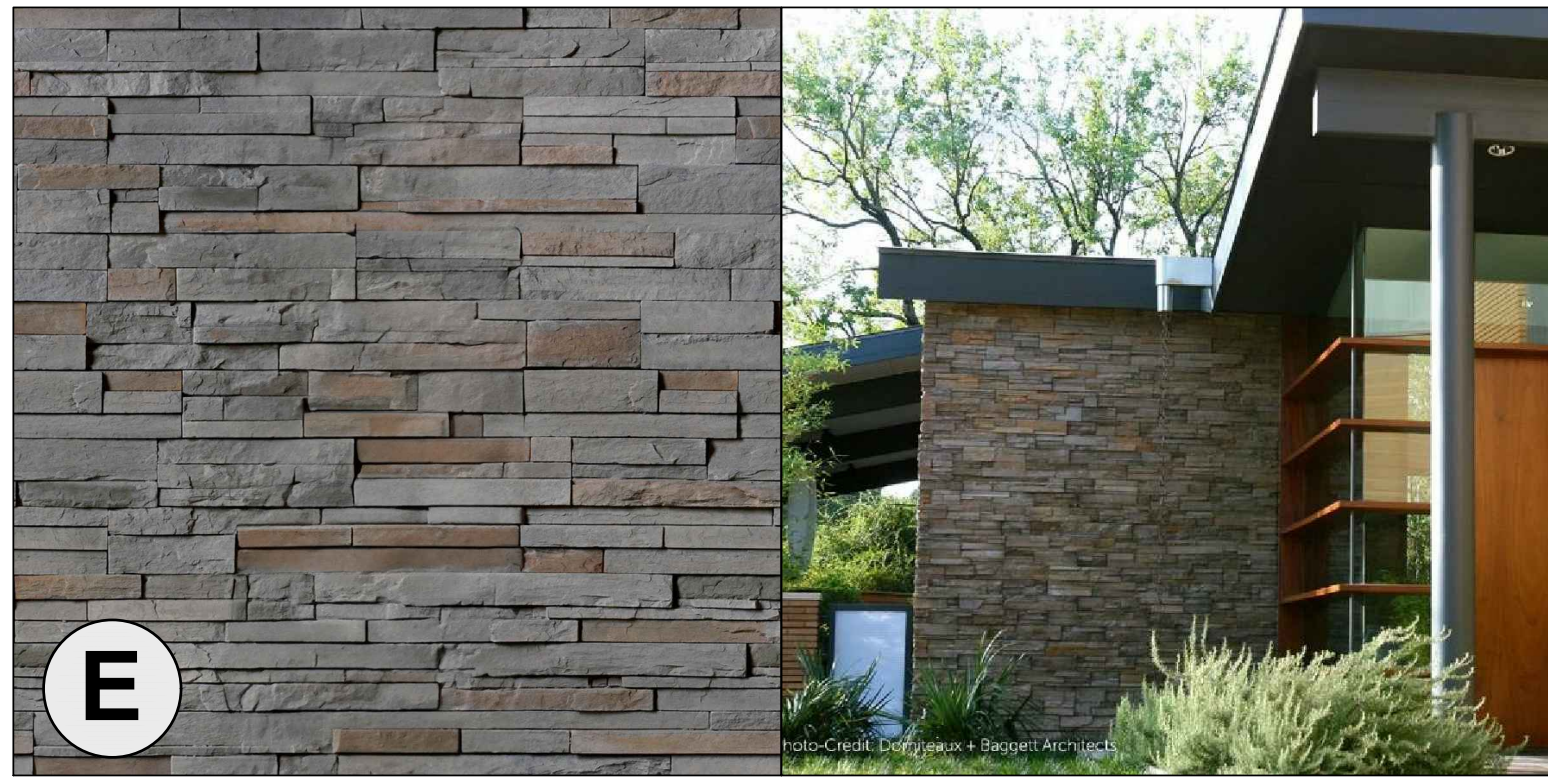
B
E.I.F.S.
COLOR: SW7051 ANALYTICAL GRAY



C
E.I.F.S.
COLOR: SW7081 Sensuous Gray



D
E.I.F.S.
COLOR: SW7083 Darkroom



E
DRY-STACK STONE VENEER
MFG.: CULTURED STONE
TYPE: PRO-FIT LEDGESTONE
COLOR: GRAY



A **FRONT ELEVATION**
1/8" = 1'-0"

Master Traffic Study

Glenwood Meadows

Glenwood Springs, Colorado

Prepared for:

City of Glenwood Springs

Kimley»Horn

Glenwood Meadows

Glenwood Springs, Colorado

Prepared for
City of Glenwood Springs
101 W 8th Street
Glenwood Springs, Colorado 81601

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



January 2023

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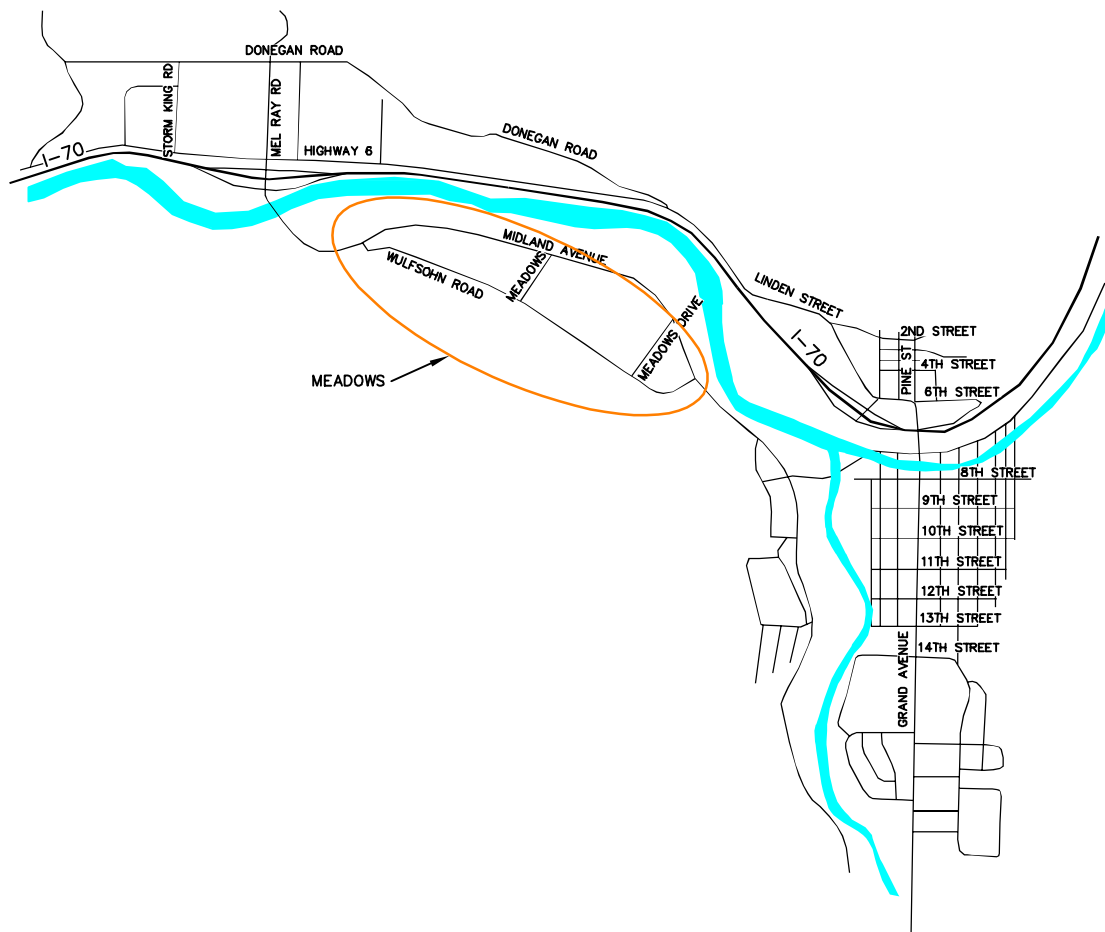
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1.0 EXECUTIVE SUMMARY

Glenwood Meadows is a large mixed-use development area located south of Interstate 70 and the Colorado River, along Midland Avenue, in Glenwood Springs, Colorado. A vicinity map illustrating the Meadows development area site location is shown in **Figure ES1**. Glenwood Meadows currently is developed with a mix of uses including retail, restaurants, hotels, and multifamily residential that are already built and occupied. Remaining development within Glenwood Meadows is currently being proposed and will continue to develop with a mix of uses. It is expected that vacant parcels within Glenwood Meadows will be developed and occupied in the next 10 years; therefore, analysis was conducted for the 2030 horizon as well as a long term 2040 twenty-year planning horizon.

The purpose of this master traffic study is to identify with full development of Glenwood Meadows the traffic related impacts on the local street system. This traffic study develops the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this master traffic study based on the City of Glenwood Springs requested scope:

1. Highway 6/I-70 WB Ramps/Mel Ray Road Roundabout
2. I-70 EB Ramps/Riverine Road/Midland Avenue Roundabout
3. Devereux Road and Midland Avenue
4. Midland Avenue and Wulfsohn Road (West)
5. Midland Avenue and W Meadows Drive
6. Wulfsohn Road and W Meadows Drive
7. Wulfsohn Road and Market Street
8. Midland Avenue and E Meadows Drive
9. Wulfsohn Road and E Meadows Drive
10. Midland Avenue and Wulfsohn Road (East)
11. 8th Street and Midland Avenue
12. 8th Street and Pitkin Avenue
13. 8th Street and Colorado Avenue
14. 8th Street and Grand Avenue (SH-82)
15. 9th Street and Colorado Avenue
16. 9th Street and Grand Avenue (SH-82)



EXECUTIVE SUMMARY FIGURE 1

GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
VICINITY MAP

Regional access to Glenwood Meadows is currently provided by Interstate 70 (I-70) and State Highway 82 (SH-82). Primary access is currently provided by Midland Avenue and 8th Street. Direct access is currently provided by Midland Avenue and Wulfsohn Road.

The remaining vacant parcels within the Glenwood Meadows development area are expected to generate approximately 11,774 additional weekday daily trips, with 830 of these trips occurring during the morning peak hour and 995 of these trips occurring during the afternoon peak hour.

Distribution of remaining Glenwood Meadows traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, demographic information, and the proposed access system. Assignment of future project traffic was based upon the trip generation described previously and the distributions developed.

Based on the analysis presented in this report, Kimley-Horn has identified future roadway and intersection improvement recommendations based on remaining development of Glenwood Meadows and the associated traffic projections. Analysis of the street network and expected traffic volumes resulted in the recommended improvements summarized in the following **Table** and **Figure ES2** with additional discussion provided as follows:

- At the Highway 6/I-70 Westbound Ramp and Mel Ray Road (#1) intersection, it is recommended add an additional southbound lane for shared right/through movements would be needed. However, the north leg of the intersection will need to be widened to add the second southbound lane.
- Two improvements could be explored at the I-70 Eastbound Ramp/Riverine Road and Midland Avenue (#2) intersection to decrease the vehicle delay at the roundabout. These include, providing three lanes along the southwest side of the roundabout to accommodate a third eastbound left only lane from the I-70 eastbound offramp approach and adding a second southbound approach lane from under I-70. The third eastbound left turn lane will widen the southwest side of the roundabout to three lanes, but the outside lane would still be dropped to the southbound exit with two lanes circling the roundabout to tie into the existing two-lane northbound exit under I-70. The second southbound lane could be constructed near the base of the I-70 bridge to provide a short approach lane with a steeper embankment wall.

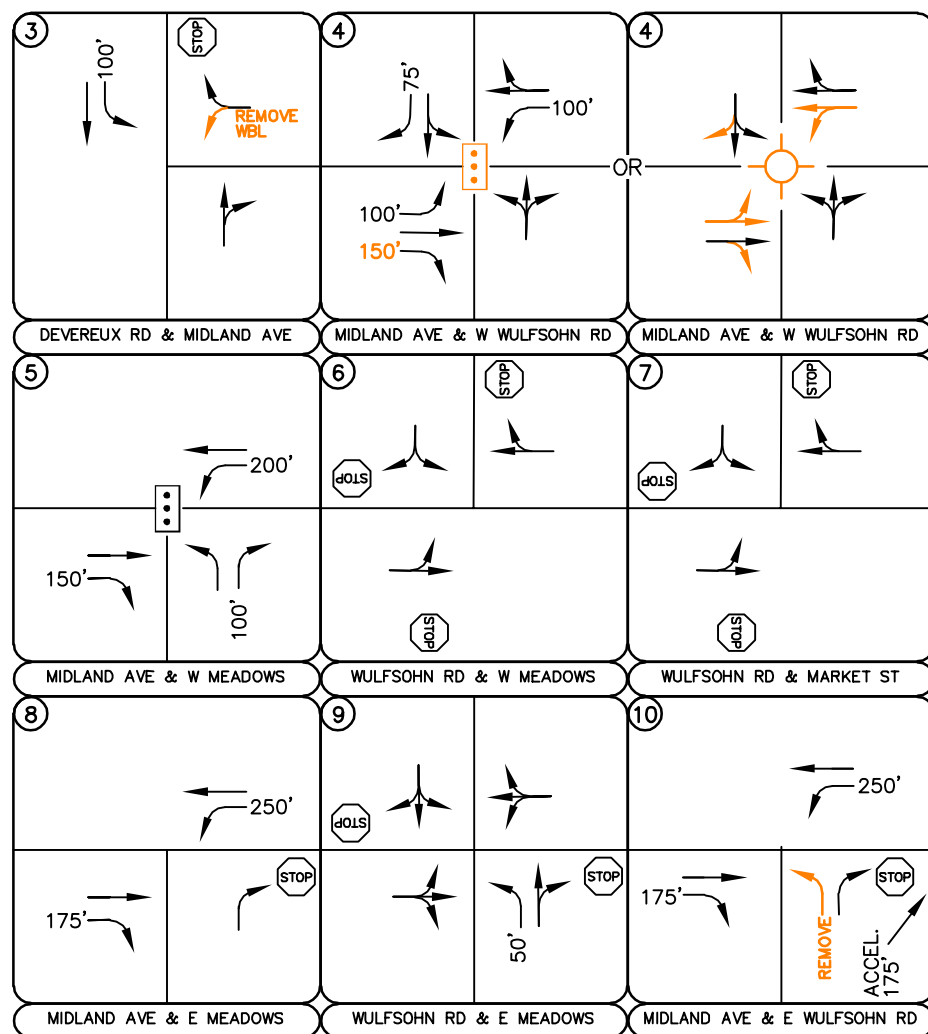
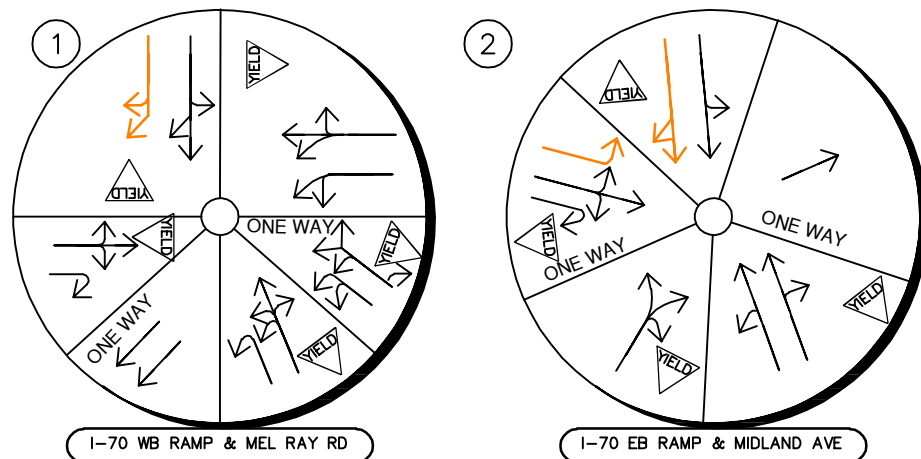
- It is recommended to convert Devereux Road and Midland Avenue (#3) to three-quarter movements which would restrict the westbound Devereux Road left turn movements. Drivers can reroute by traveling Devereux Road to the east or make a right turn onto Midland Avenue and use the I-70 Eastbound Ramp roundabout to U-turn and head southbound along Midland Avenue.
- The unsignalized intersection of Midland Avenue and Wulfsohn Road (West) (#4) is expected to meet the MUTCD Four-Hour Volume traffic signal warrant with the morning and afternoon peak period volumes in 2030. Therefore, it is recommended that this intersection provide signal control. The eastbound right turn lane is recommended to be lengthen to 150 feet.
- It is recommended that the Midland Avenue and W Meadows Drive (#5) signal cycle length be increased from the existing 65 seconds during the morning peak hour and 70 seconds during the afternoon peak hour to 90 seconds for both peak hours.
- It is recommended that the existing free northbound right turn movement at the eastern intersection of Midland Avenue and Wulfsohn Road (#10) be more clearly designated to fully operate as a “FREE” lane. To accomplish this, it is recommended that improved channelized striping or a raised median be provided designating the left edge for the right turning vehicles. It is also recommended to convert this intersection to three-quarter movements which would restrict the northeastbound Wulfsohn Road left turn movements. Drivers can reroute to the signalized intersections of Midland Avenue with proposed Wulfsohn Road (#4) or existing W Meadows Drive (#5) to perform northbound left turn movements.
- At the 8th Street and Midland Avenue (#11) intersection, it is recommended that the existing 125-foot southbound left turn lane be extended to 300 feet. This will require roadway widening along the southwest side of Midland Avenue to provide further distance of separation of the southbound left turn and through lanes.
- Eastbound dual left turn lanes operating with protected-only left turn phasing could be considered at the signalized intersection of 8th Street and Grand Avenue (SH-82) (#14). Due to existing geometric constraints, the dual left turn lanes would require removal of on-street parking near the intersection and likely some landscaping. Also, these dual lefts are believed

to only be able to provide 75 feet of storage prior to the existing alley intersection along 8th Street to the west of Grand Avenue (SH-82).

- At the 9th Street and Grand Avenue (SH-82) (#16) intersection, the existing 50-foot eastbound left turn lane is recommended to be restriped to provide 100 feet of length.
- The existing through volumes along Grand Avenue (SH-82) may be nearing capacity and approaching the need for three through lanes in the future. A reversible lane could be explored with the volumes being directional and due to the bridge only providing four-lanes. Also, the possible South Bridge will provide an additional regional roadway connection across the Roaring Fork River if the project is completed. Likewise, alternate regional roadway connections including Cottonwood Pass improvements may be beneficial to the intersections along Grand Avenue (SH-82) within Glenwood Springs.

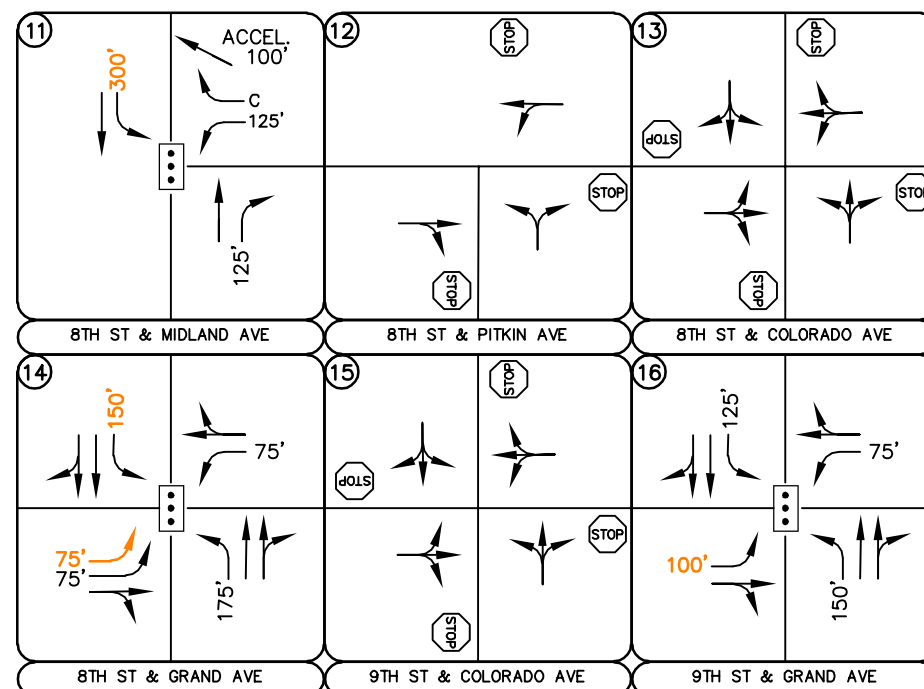
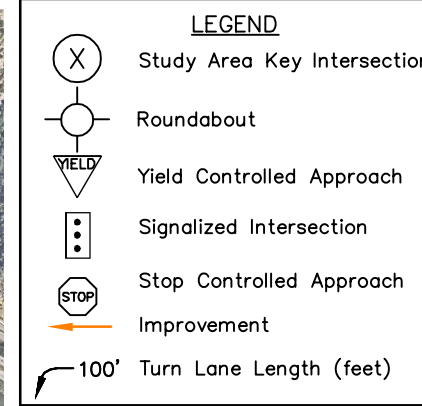
Summary of Improvements

Intersection	Improvements	Threshold Needs
Highway 6/I-70 WB Ramps & Mel Ray Road (#1)	Add second SB approach lane for shared right/through movements	SB PM Peak: = 255 vph
I-70 EB Ramps/Riverine Road & Midland Avenue (#2)	- Add third EB approach lane for EBL movement - Add second SB approach for shared through/right movements	Needed Now
Devereux Road & Midland Avenue (#3)	Restrict to three-quarter turning movements (prohibit Devereux Road westbound left turn)	Needed Now
Midland Avenue & W Wulfsohn Road (#4)	Signalized and Extend EB RTL from 25 feet to 150 feet	NB AM/PM Peak: = 90 vph
Midland Avenue & W Meadows Drive (#5)	Increase observed cycle length to 90 second for both peak hours	Needed Now
Wulfsohn Road & W Meadows Drive (#6)	No improvements found to be needed or recommended	-
Wulfsohn Road & Market Street (#7)	No improvements found to be needed or recommended	-
Midland Avenue & E Meadows Drive (#8)	No improvements found to be needed or recommended	-
Wulfsohn Road & E Meadows Drive (#9)	No improvements found to be needed or recommended	-
Midland Avenue & E Wulfsohn Road (#10)	Restrict to three-quarter turning movements (prohibit Wulfsohn Road northeastbound left turn)	WBL PM Peak: = 300 vph
8th Street & Midland Avenue (#11)	Extend southbound left turn lane from 125 feet to 300 feet	SBL AM Peak: = 500 vph
8th Street & Pitkin Avenue (#12)	No improvements found to be needed or recommended	-
8th Street & Colorado Avenue (#13)	No improvements found to be needed or recommended	-
8th Street & Grand Avenue (SH-82) (#14)	- Extend southbound left turn lane from 100 feet to 150 feet - Provide dual eastbound left turn lanes - Grand Avenue (SH-82) further study recommended	Needed Now
9th Street & Colorado Avenue (#15)	No improvements found to be needed or recommended	-
9th Street & Grand Avenue (SH-82) (#16)	- Extend eastbound left turn lane from 50 feet to 100 feet - Grand Avenue (SH-82) further study recommended	Needed Now



EXECUTIVE SUMMARY FIGURE 2

GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
RECOMMENDED LANE CONFIGURATIONS AND CONTROL



DOWNTOWN AREA



2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has prepared this report to document the results of the Master Traffic Study for Glenwood Meadows in Glenwood Springs, Colorado. A vicinity map illustrating the Meadows development area site location is shown in **Figure 1**. Glenwood Meadows currently is developed with a mix of uses including retail, restaurants, hotels, and multifamily residential that are already built and occupied. Remaining development within Glenwood Meadows will continue to develop with a mix of uses. **Table 1** illustrates the existing occupied land uses, the proposed/approved unbuilt land uses, and vacant parcels with proposed max intensity uses.

Table 1 – Glenwood Meadows Land Uses

Address	Built/Proposed/Vacant	Building Name	Use Type
100 Midland	Built	Midland Center	Retail
130 Midland	Vacant	-	Restaurant/Retail
RFTA	Built/Proposed Expansion	RFTA	Transit
Lot 14	Vacant	-	Residential
215 W Meadows	Built	Lowe's	Retail
100 W Meadows	Built	Big 5	Retail
110 W Meadows	Built	Target	Retail
400 W Meadows	Built	Chili's	Restaurant
Market Street	Built/Some Vacant	Market Street Retailers	Retail
E Meadows	Built	Ulta/ Natural Grocers, BB&B, Petco	Retail
205 E Meadows	Built	Wells Fargo	Bank
405 E Meadows	Proposed	Red Mountain Lofts 4	Residential/Retail
253 Wulfsohn	Built	Red Mountain Lofts 3	Residential
125 Wulfsohn	Built	Sopris Suites (Residence Inn)	Hotel
105 Wulfsohn	Built	Sopris Lodging (Courtyard)	Hotel
300 Wulfsohn	Built	Red Mountain Lofts 1 & 2	Residential
100 Wulfsohn	Built	Glenwood Springs Rec Center	Other
Flat Tops View Dr	Vacant	-	Residential
220 Flat Tops View Dr	Built	Glenwood Green Apts	Residential
Wulfsohn	Proposed	Kind Castle	Dispensary
8th & Cowdin	Proposed	Affordable Housing	Residential

A conceptual land use plan is attached in **Appendix F**. In addition, a comparison of the approved uses versus the proposed uses assumed in this study from the direction of the City of Glenwood Springs is included in **Appendix G**. It is expected that vacant parcels within Glenwood Meadows will be developed and occupied in the next 10 years; therefore, analysis was conducted for the 2030 and 2040 horizons.

The purpose of this master traffic study is to identify with full development of Glenwood Meadows the traffic related impacts on the local street system. This traffic study develops the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this master traffic study based on the City of Glenwood Springs requested scope:

1. Highway 6/I-70 WB Ramps/Mel Ray Road Roundabout
2. I-70 EB Ramps/Riverine Road/Midland Avenue Roundabout
3. Devereux Road and Midland Avenue
4. Midland Avenue and Wulfsohn Road (West)
5. Midland Avenue and W Meadows Drive
6. Wulfsohn Road and W Meadows Drive
7. Wulfsohn Road and Market Street
8. Midland Avenue and E Meadows Drive
9. Wulfsohn Road and E Meadows Drive
10. Midland Avenue and Wulfsohn Road (East)
11. 8th Street and Midland Avenue
12. 8th Street and Pitkin Avenue
13. 8th Street and Colorado Avenue
14. 8th Street and Grand Avenue (SH-82)
15. 9th Street and Colorado Avenue
16. 9th Street and Grand Avenue (SH-82)

Regional access to Glenwood Meadows is currently provided by Interstate 70 (I-70) and State Highway 82 (SH-82). Primary access is currently provided by Midland Avenue and 8th Street. Direct access is currently provided by Midland Avenue and Wulfsohn Road.

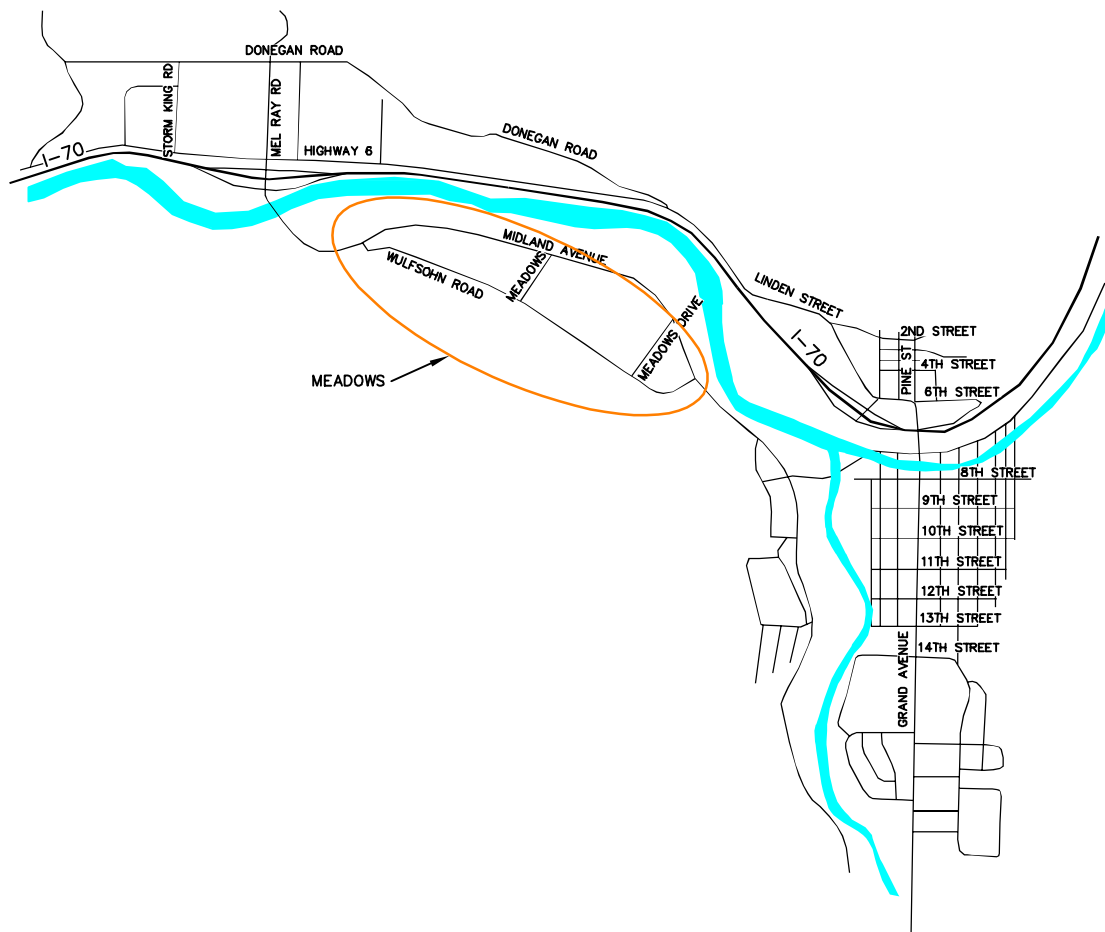


FIGURE 1
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
VICINITY MAP

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area/Site Visit

Glenwood Meadows currently has a mix of land uses. The Roaring Fork Transportation Authority Regional Transit Center is located in the northwest portion of the Glenwood Meadows area. Retail, restaurant, and hotel uses are currently occupied on the north side of Wulfsohn Road while residential uses and the Glenwood Springs Recreation Center are located on the south side of Wulfsohn Road. Vacant parcels are scattered within the existing area that are currently being proposed for future development.

A site visit was conducted on Sunday, April 11, 2021 to determine vacancy of the existing buildings. The vacant land uses were then added to the remaining development program because they were not accounted for in the most recent intersection counts. From the site visit, the previous Vitamin Cottage located at 100 W Meadows Drive, directly west of the Target, is currently vacant along with four storefronts in the Market Street Retailers. However, as noted in a meeting on October 13, 2022 with City of Glenwood Springs staff, the building at 100 W Meadows Drive has been replaced with a Big 5 Sports and is currently operational. Therefore, this use was accounted for in the updated turning movement counts conducted in October and November.

3.2 Existing Roadway Network

Midland Avenue is a two-lane roadway extending primarily eastbound and westbound with one through lane in each direction. The roadway has a posted speed limit ranging from 25 miles per hour to 45 miles per hour within the project study area. Wulfsohn Road extends primarily east-west with one through lane of travel in each direction while connecting with Midland Avenue to the east and west on the south end of the Glenwood Meadows property. Wulfsohn Road has a posted speed limit of 25 miles per hour. W Meadows Drive connects Wulfsohn Road and Midland Avenue on the northwest end of the Glenwood Meadows property and E Meadows Drive connects Wulfsohn Road and Midland Avenue on the southeast end of the Glenwood Meadows property.

The intersection of US-6/I-70 Westbound Ramp and Mel Ray Road (#1) is a six-legged roundabout intersection that provides access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. All legs of this roundabout provide two-lane approaches except for the southbound approach on Mel Ray Road which provides a single lane. An aerial photo of the existing intersection configuration is below (north is up).



US-6/I-70 Westbound Ramp and Mel Ray Road (#1)

The intersection of Riverine Road/I-70 Eastbound Ramp and Midland Avenue (#2) is a five-legged roundabout intersection that provides access to Riverine Road, Midland Avenue, Mel Ray Road, and the I-70 Eastbound Ramps. The southbound approach on Mel Ray Road and the eastbound approach of Riverine Road provides single-lane approaches while the I-70 Eastbound off ramp and the northbound approach of Midland Avenue provides two-lane approaches. An aerial photo of the existing intersection configuration is below (north is up).



Riverine Road/I-70 Eastbound Ramp and Midland Avenue (#2)

The unsignalized intersection of Devereux Road and Midland Avenue (#3) operates with stop control on the westbound approach of Devereux Road. The northbound approach consists of a shared-through/right turn lane while the southbound approach consists of a left turn lane and a through lane. The westbound approach provides a single shared lane for left and right turn movements. An aerial photo of the existing intersection configuration is below (north is up).



Devereux Road and Midland Avenue (#3)

The unsignalized intersection of Midland Avenue and Wulfsohn Road (#4) operates with stop control on the northbound Wulfsohn Road and southbound access approaches. The northbound approach consists of a single shared lane for all movements while the southbound approach consists of a left turn lane and a shared through/right turn lane. The eastbound approach consists of a left turn lane, one through lane, and a short right turn lane, while the westbound approach consists of a left turn lane and a shared through/right turn lane. An aerial photo of the existing intersection configuration is below (north is up).



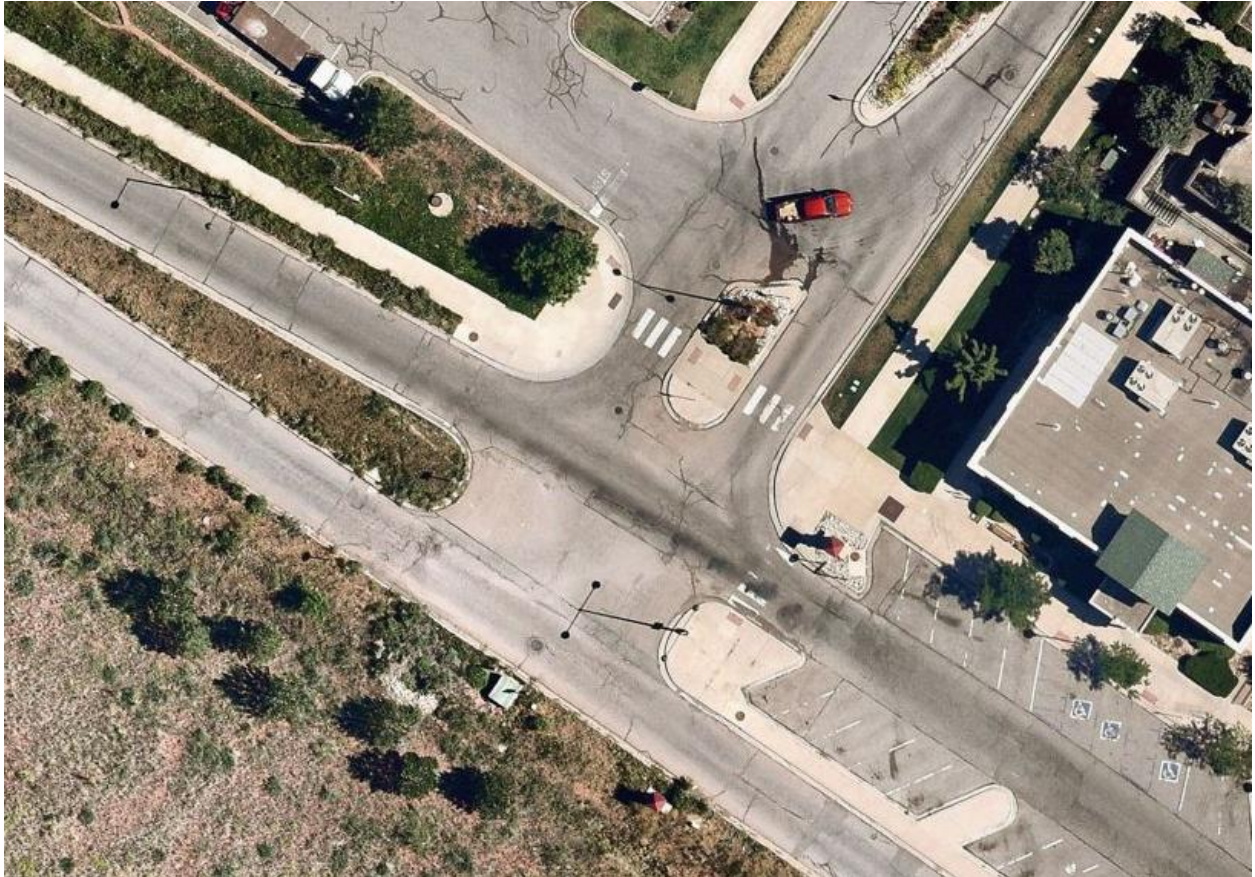
Midland Avenue and Wulfsohn Road (#4)

The intersection of Midland Avenue and W Meadows Drive (#5) is a signalized three-leg T-intersection with the westbound left turn operating under protected-permissive phasing. The eastbound approach consists of one through lane and a right turn lane while the westbound approach consists of a left turn lane and one through lane. The northbound approach consists of separate left turn and right turn lanes. An aerial photo of the existing intersection configuration is below (north is up).



Midland Avenue and W Meadows Drive (#5)

The unsignalized 'T' intersection of Wulfsohn Road and W Meadows Drive (#6) operates under stop control on the southbound approach of W Meadows Drive. The three approaches consist of a single lane with shared movements on each approach. An aerial photo of the existing intersection configuration is below (north is up).



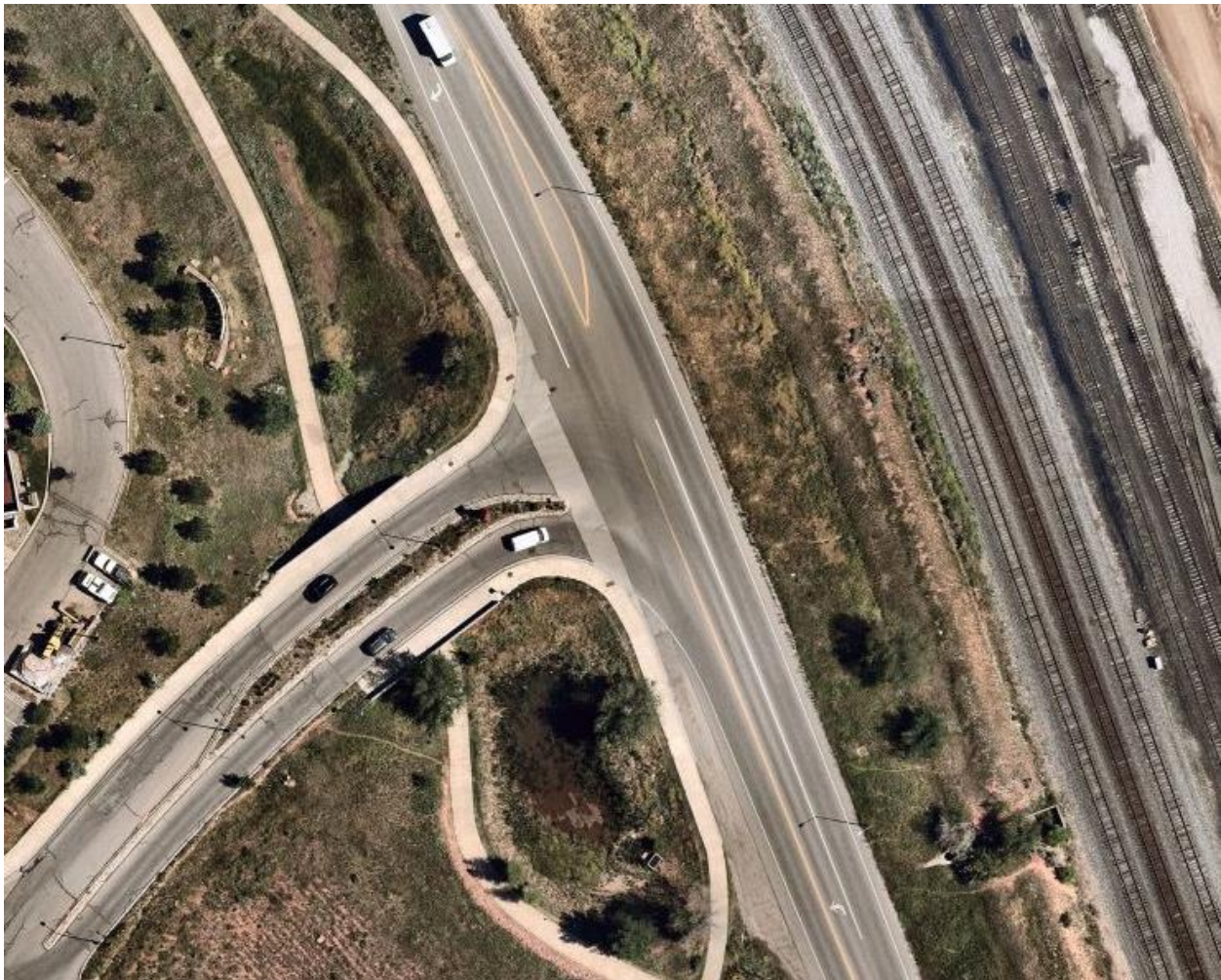
Wulfsohn Road and W Meadows Drive (#6)

The unsignalized T-intersection of Wulfsohn Road and Market Street (#7) operates with all-way stop control on all three approaches. The eastbound and westbound approaches of Wulfsohn Road provide a single lane for shared movements. The southwestbound approach provides a single lane for shared left and right turn movements. An aerial photo of the existing intersection configuration is below (north is up). Of note, to keep Wulfsohn Road direction consistent throughout the report, it is identified as an east-west roadway through this intersection.



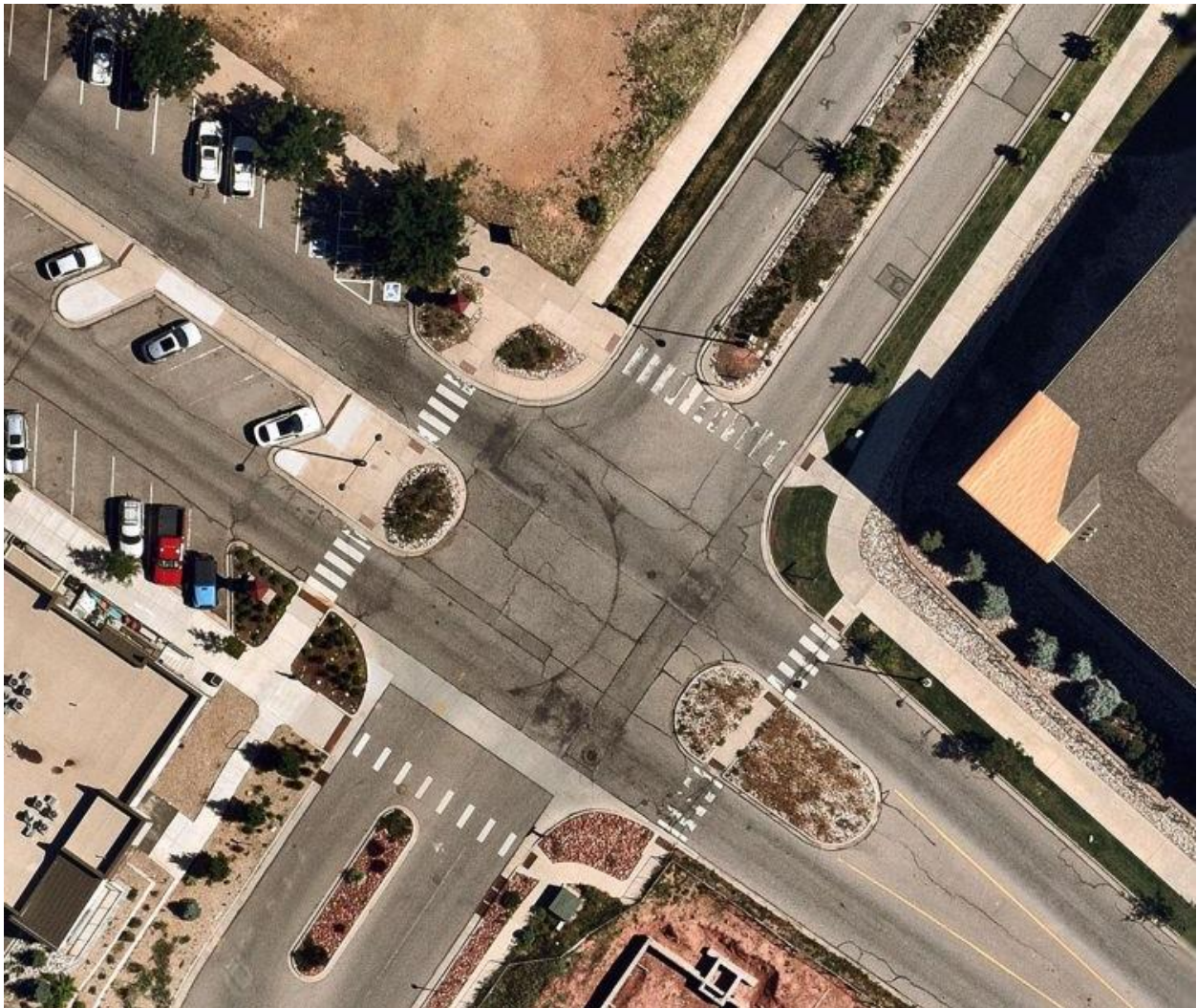
Wulfsohn Road and Market Street (#7)

The unsignalized T-intersection of E Meadows Drive and Midland Avenue (#8) operates with stop control on the northeastbound approach of E Meadows Drive. The northwestbound Midland Avenue approach consists of a left turn lane and a through lane while the southeastbound Midland Avenue approach consists of a right turn lane and a through lane. The northbound E Meadows Drive approach consists of a right-turn lane only, as this intersection is restricted to three-quarter movements with left turns prohibited from the minor street approach. An aerial photo of the existing intersection configuration is below (north is up). Of note, to keep Midland Avenue direction consistent throughout the report, it is identified as an east-west roadway through this intersection.



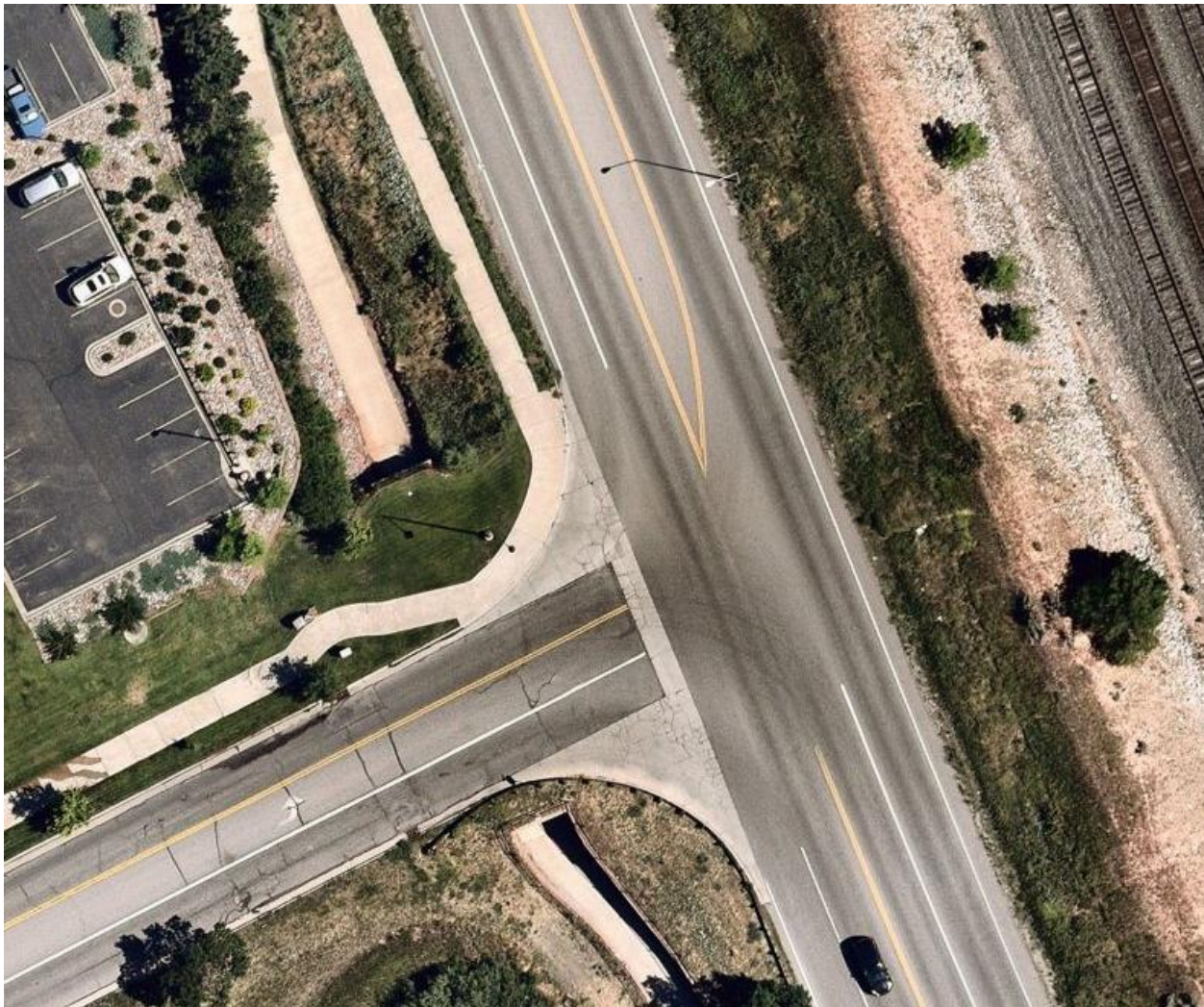
E Meadows Drive and Midland Avenue (#8)

The unsignalized intersection of Wulfsohn Road and E Meadows Drive (#9) operates with stop control on the northbound and southbound approaches of E Meadows Drive. The northbound approach consists of a left turn lane and a share through/right turn lane. The eastbound, westbound, and southbound approaches consist of one lane for shared movements. An aerial photo of the existing intersection configuration is below (north is up).



Wulfsohn Road and E Meadows Drive (#9)

The unsignalized T-intersection of Wulfsohn Road and Midland Avenue (#10) operates with stop control on the northeastbound approach of Wulfsohn Road. The northwestbound Midland Avenue approach consists of a left turn lane and a through lane while the southeastbound approach consists of a right turn lane and a through lane. The northeastbound Wulfsohn Road approach consists of separate right and left turn lanes. In addition, an acceleration lane has been provided for the northbound right turn movement. An aerial photo of the existing intersection configuration is below (north is up). Of note, to keep Midland Avenue direction consistent throughout the report, it is identified as an east-west roadway through this intersection.



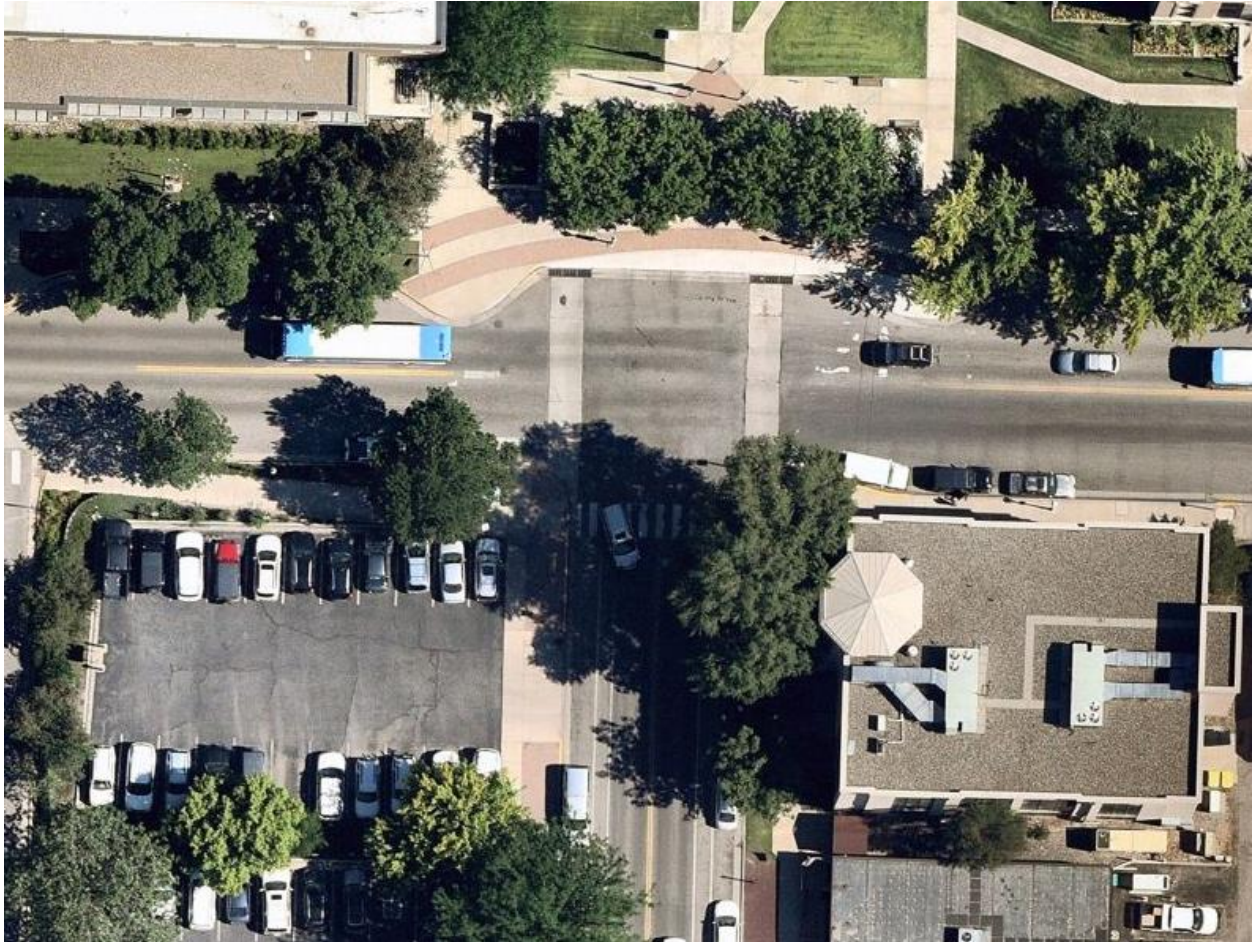
Wulfsohn Road and Midland Avenue (#10)

The intersection of 8th Street and Midland Avenue (#11) is a signalized T-intersection with the southbound left turn operating under protected-permissive phasing. The northbound approach of this intersection consists of a through lane and a right turn lane while the southbound consists of a left turn lane and a through lane. The westbound approach provides a left turn lane and a channelized right turn lane with the right turn operating with free movements. An aerial photo of the existing intersection configuration is below (north is up).



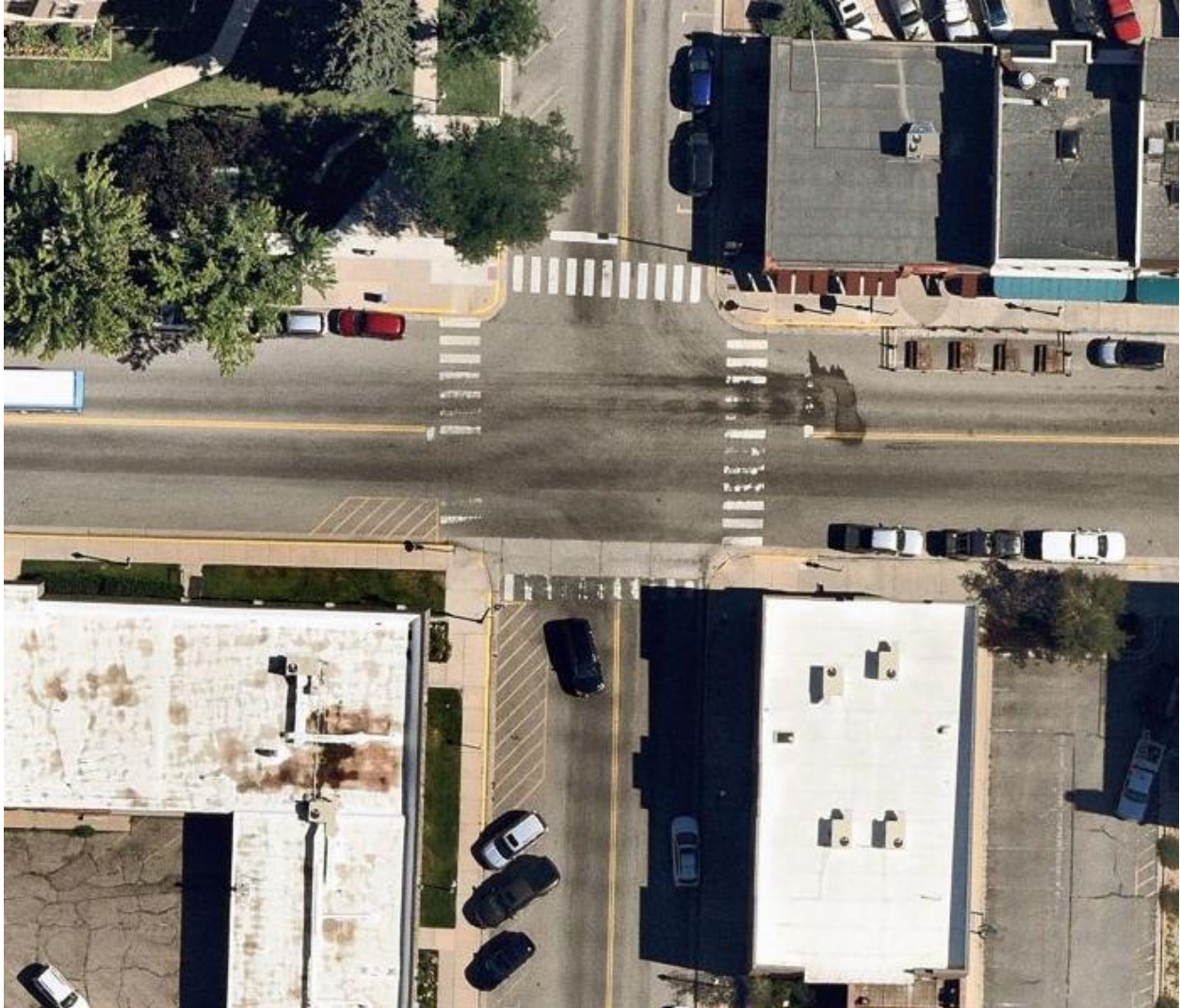
8th Street and Midland Avenue (#11)

The intersection of 8th Street and Pitkin Avenue (#12) is unsignalized with all-way stop control on all three approaches. The northbound approach of Pitkin Avenue and the eastbound and westbound approaches of 8th Street all provide a single lane for shared movements. An aerial photo of the existing intersection configuration is below (north is up).



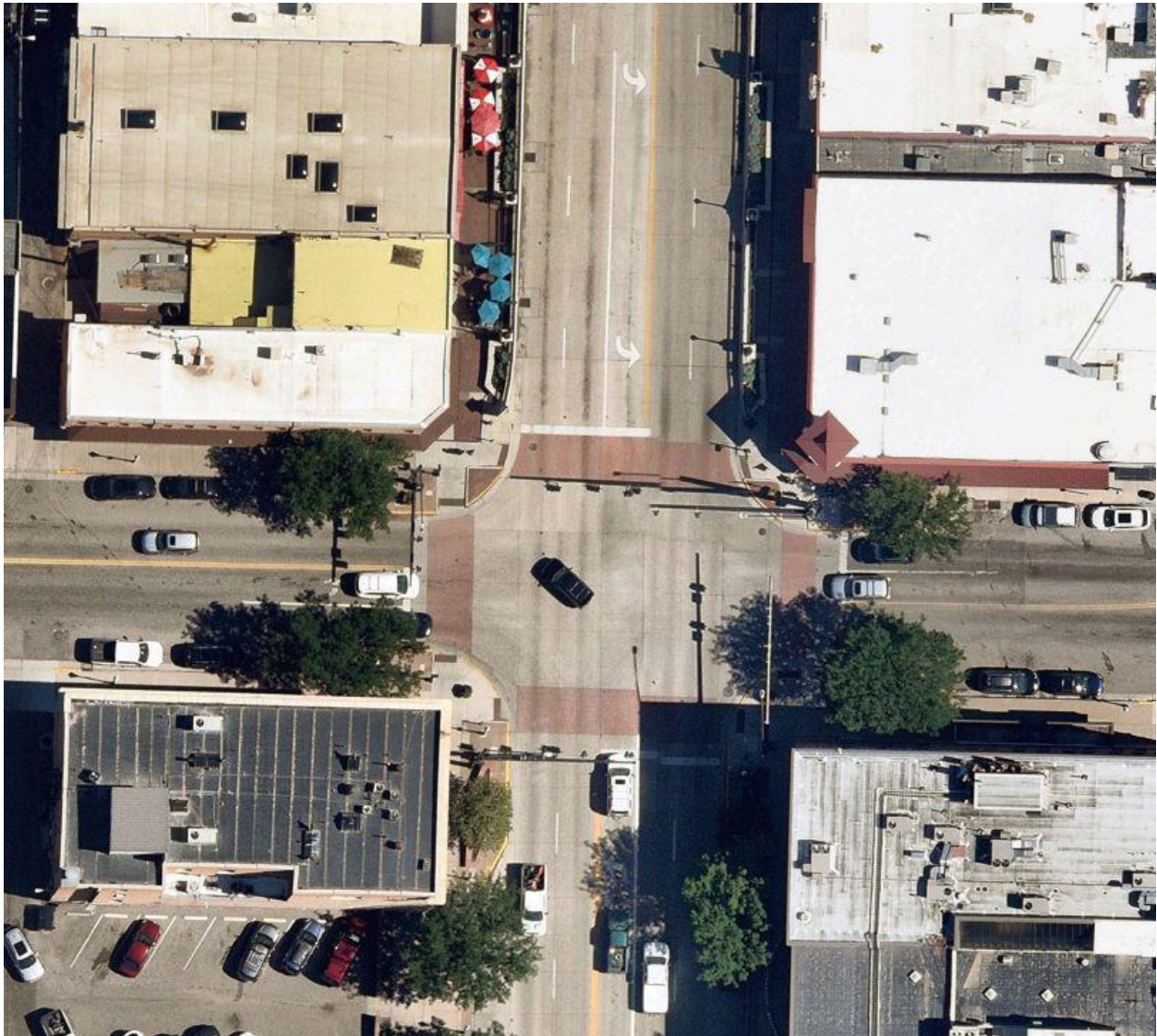
8th Street and Pitkin Avenue (#12)

The intersection of 8th Street and Colorado Avenue (#13) is unsignalized with all-way stop control on all four approaches. All four approaches provide a single lane for shared movements. An aerial photo of the existing intersection configuration is below (north is up).



8th Street and Colorado Avenue (#13)

The intersection of 8th Street and Grand Avenue (SH-82) (#14) is a signalized intersection with the eastbound and westbound left turns operating under protected-only phasing while the northbound and southbound left turns operate with protected-permissive phasing. The northbound and southbound approach consists of a left turn lane and two through lanes with the outside lane providing a shared right turn movement. The eastbound and westbound approaches consist of a left turn lane and a shared through/right turn lane. An aerial photo of the existing intersection configuration is below (north is up).



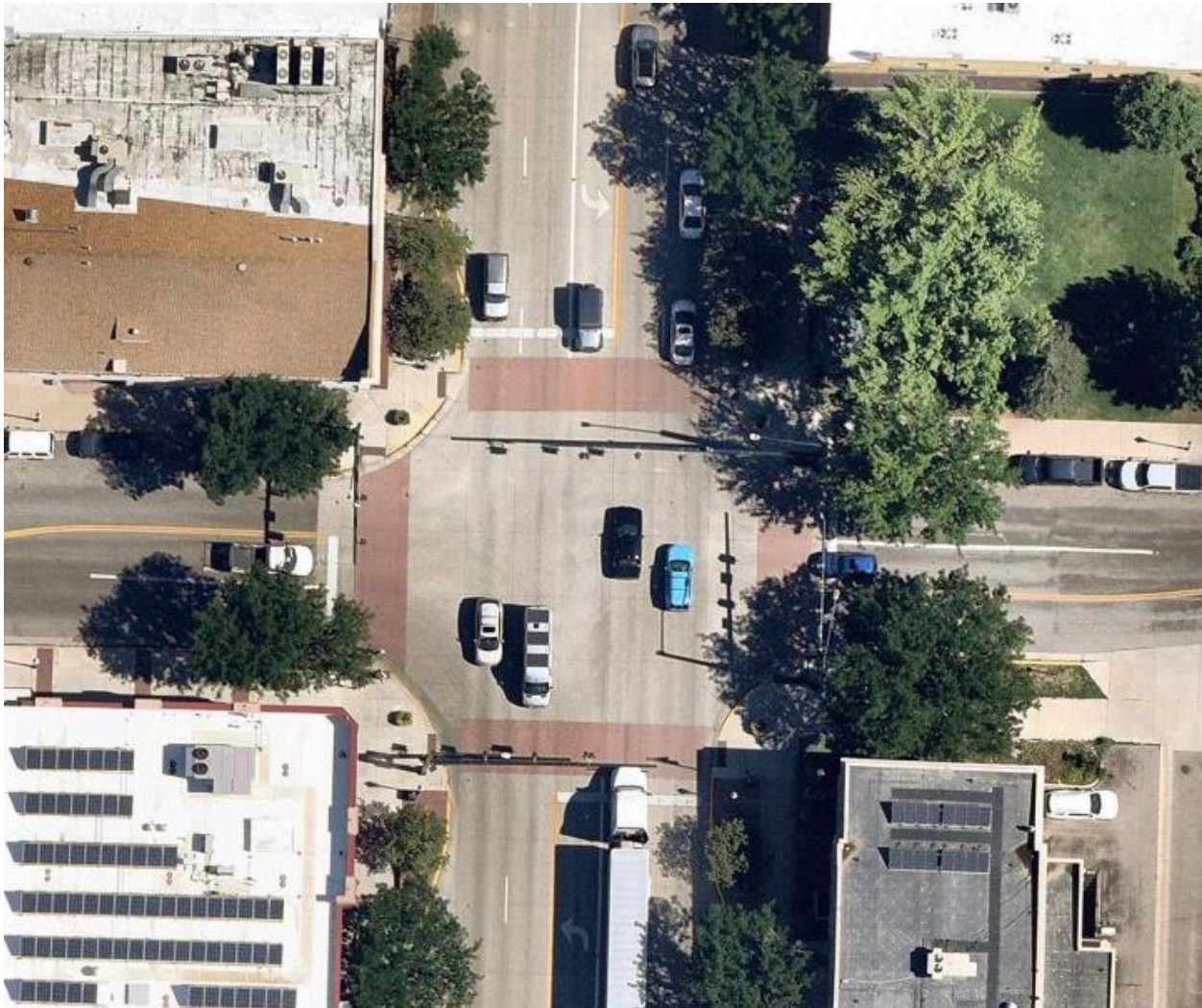
8th Street and Grand Avenue (#14)

The intersection of 9th Street and Colorado Avenue (#15) is unsignalized with all-way stop control on all four approaches. All four approaches provide a single lane for shared movements. An aerial photo of the existing intersection configuration is below (north is up).



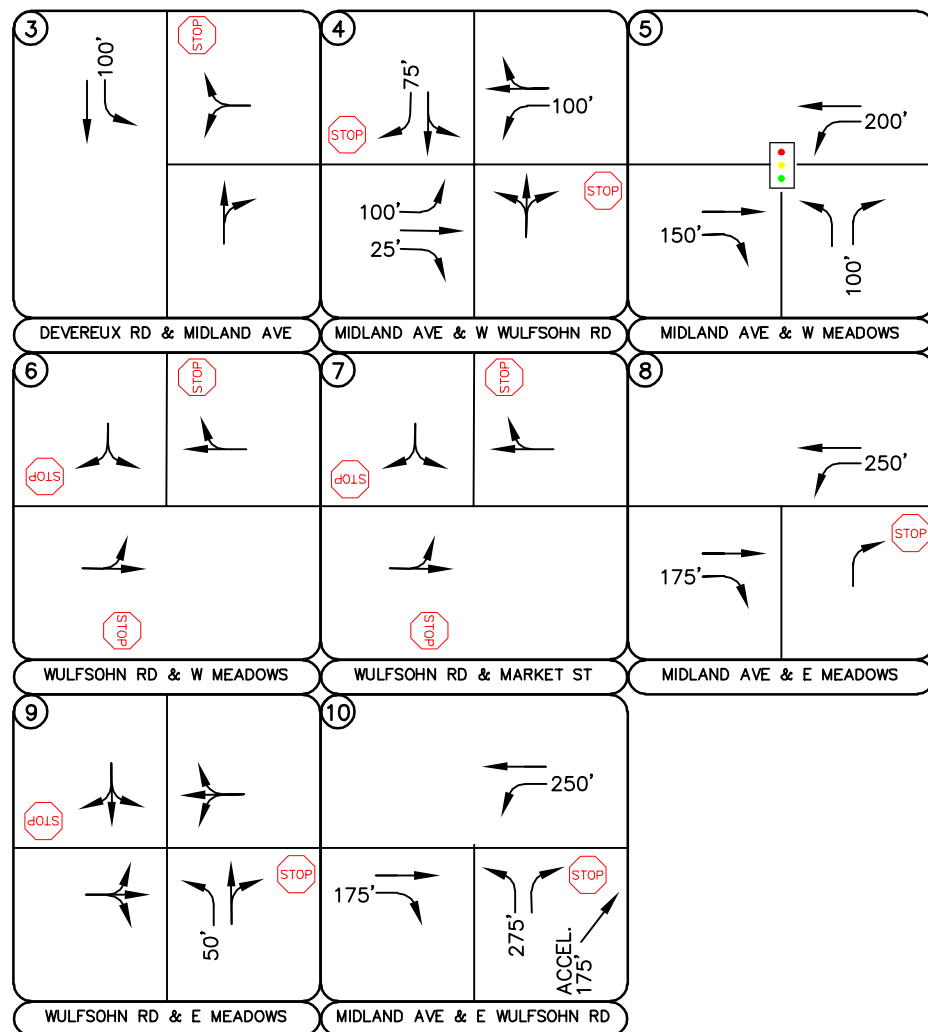
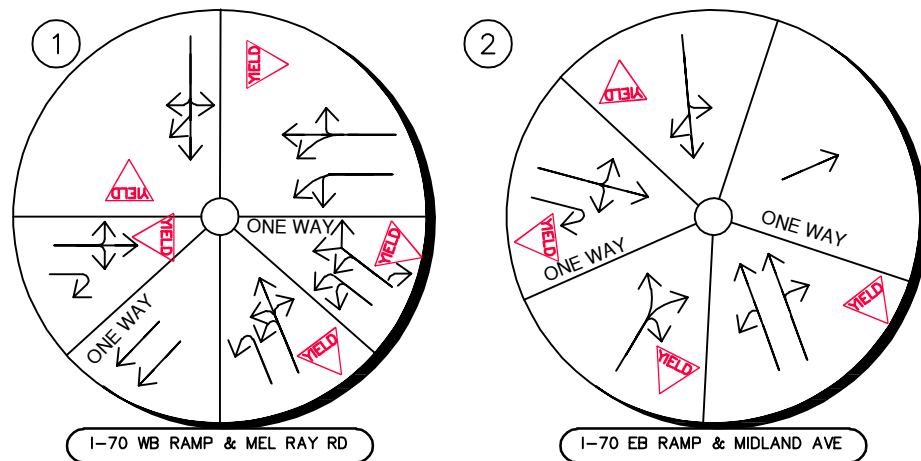
9th Street and Colorado Avenue (#15)

The intersection of 9th Street and Grand Avenue (SH-82) (#16) is a signalized intersection with the eastbound and westbound left turns operating under protected-only phasing while the northbound and southbound left turns operate with protected-permissive phasing. The northbound and southbound approach consists of a left turn lane and two through lanes with the outside lane providing a shared right turn movement. The eastbound and westbound approaches consist of a left turn lane and a shared through/right turn lane. An aerial photo of the existing intersection configuration is below (north is up).



9th Street and Grand Avenue (#16)

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.



LEGEND

- (X) Study Area Key Intersection
- Roundabout
- △ YIELD
- ◻ Signalized Intersection
- ◻ STOP
- Ⓢ Roadway Speed Limit
- 100' Turn Lane Length (feet)

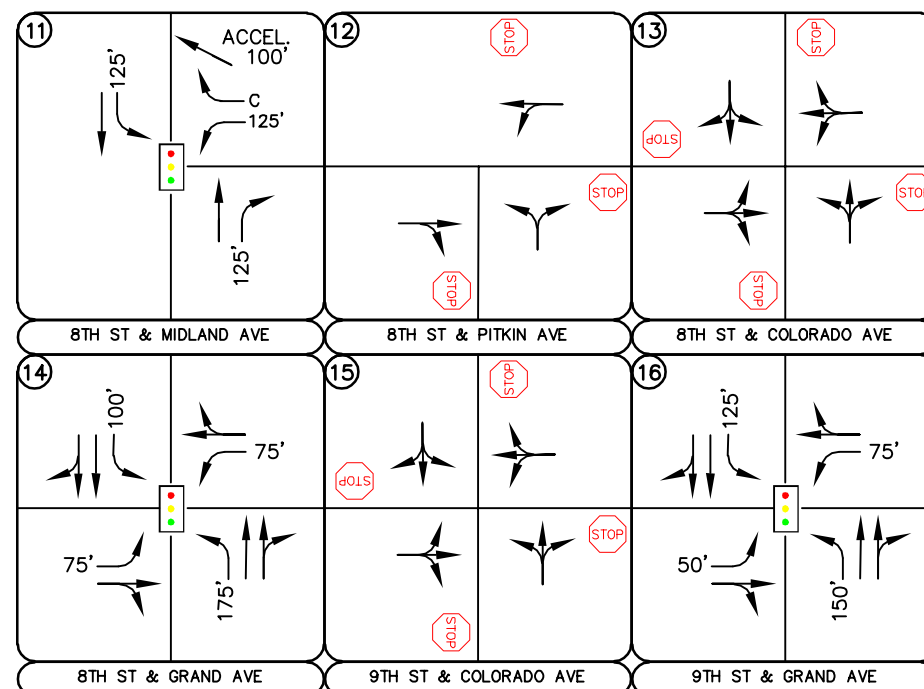


FIGURE 2
 GLENWOOD MEADOWS
 MASTER TRAFFIC STUDY
 GLENWOOD SPRINGS, CO
 EXISTING LANE CONFIGURATIONS AND CONTROL



3.3 Existing Traffic Volumes

Daily traffic volumes were collected at 15 locations along 8th Street, 9th Street, Colorado Avenue, Pitkin Avenue, Midland Avenue, Wulfsohn Road, E Meadows Drive, and W Meadows Drive for seven (7) consecutive days from September 17, 2022 to September 23, 2022. From the week-long counts, the highest typical peak day and morning/afternoon peak periods were determined and counted at the study intersections. From the counts, the typical weekday peak day was determined to be Thursday with some study intersections having a higher mid-day volume instead of the typical morning peak hour (7:00 to 9:00 AM) period. Existing turning movement counts were conducted at intersections on either, Thursday, September 29, 2022, Thursday, October 20, 2022, Wednesday, November 2, 2022, Thursday, November 3, 2022, Tuesday, November 8, 2022, and Wednesday, November 9, 2022. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM or 11:00 AM to 1:00 PM and 4:00 PM to 6:00 PM on these count dates. The weekday counts that were collected on Tuesday or Wednesday were adjusted and balanced to the peak day Thursday counts. A summary table of the count date and which peak hours the intersections were counted and studied is shown in **Table 2**.

Table 2 – Data Collection Summary

#	Intersection	Peak Hour Generator		
		AM (7:00 to 9:00 AM)	Midday (11:00 to 1:00 PM)	PM (4:00 to 6:00 PM)
1	Highway 6/Mel Ray	Thu Oct-20-2022		Thu Oct-20-2022
2	Riverine/Mel Ray/ I-70 EB Ramp	Thu Oct-20-2022		Thu Oct-20-2022
3	Devereux Road & Midland	Thu Oct-20-2022		Thu Sep-29-2022
4	Midland & E Wulfsohn	Thu Oct-20-2022		Thu Oct-20-2022
5	Midland Ave & W Meadows	Wed Nov-9-2022		Tue Nov-8-2022
6	Wulfsohn & W Meadows	Thu Oct-20-2022		Thu Oct-20-2022
7	Wulfsohn & Market St		Thu Oct-20-2022	Thu Oct-20-2022
8	Midland Ave & E Meadows	Thu Oct-20-2022		Thu Sep-29-2022
9	Wulfsohn & E Meadows		Thu Oct-20-2022	Thu Oct-20-2022
10	Midland Ave & E Wulfsohn	Thu Oct-20-2022		Thu Oct-20-2022
11	8th St & Midland Ave	Thu Nov-3-2022		Thu Nov-3-2022
12	8th St & Pitkin Ave		Thu Oct-20-2022	Thu Oct-20-2022
13	8th St & Colorado Ave		Thu Oct-20-2022	Thu Oct-20-2022
14	8th St & Grand Ave		Wed Nov-2-2022	Wed Nov-2-2022
15	9th St & Colorado Ave		Thu Oct-20-2022	Thu Oct-20-2022
16	9th St & Grand Ave		Thu Oct-20-2022	Thu Oct-20-2022

The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix A**. The adjusted existing traffic volumes are shown in **Figure 4** to represent the peak day conditions during the week.

In addition to the turning movement counts collected, the average daily traffic, speed data, and vehicle type were collected at 15 locations along within the project vicinity. The typical peak weekday (Thursday) and peak weekend (Friday) counts, speed, and vehicle classification at the 15 locations are summarized in **Table 3** and **Table 4**, respectively.

Table 3 – Thursday Roadway Data Summary

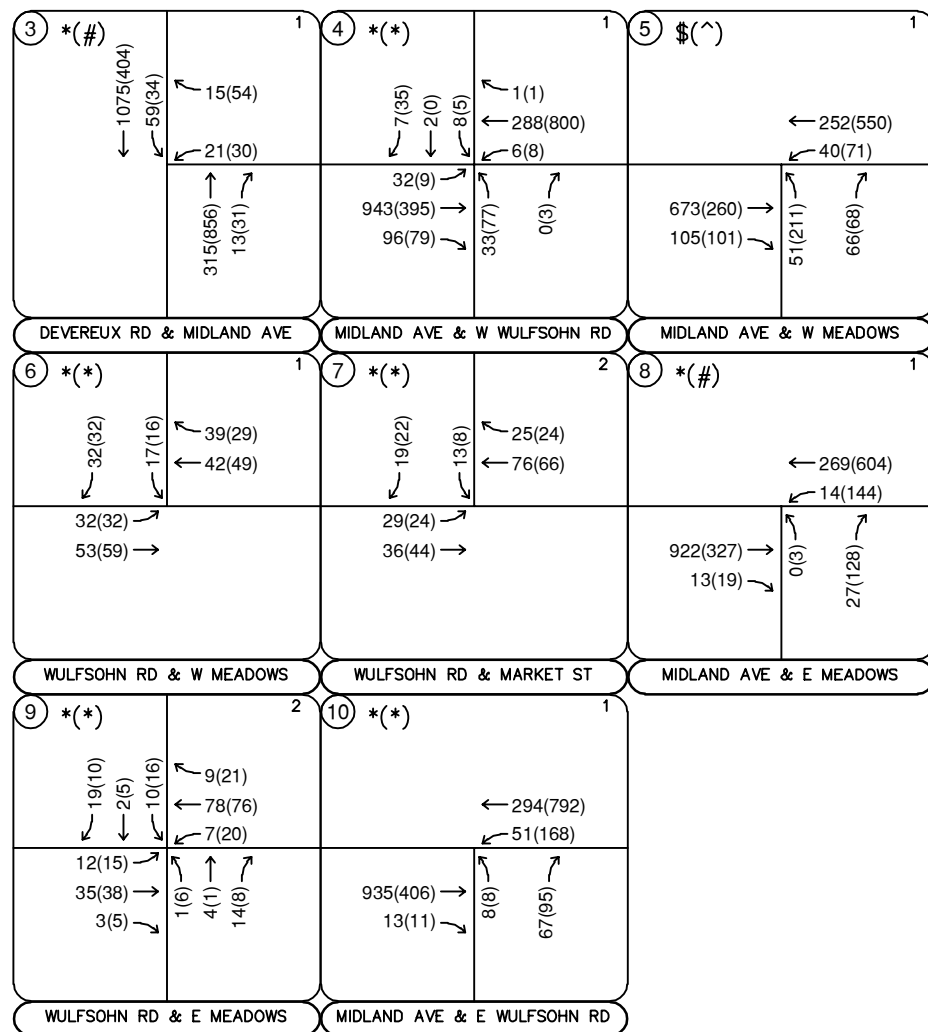
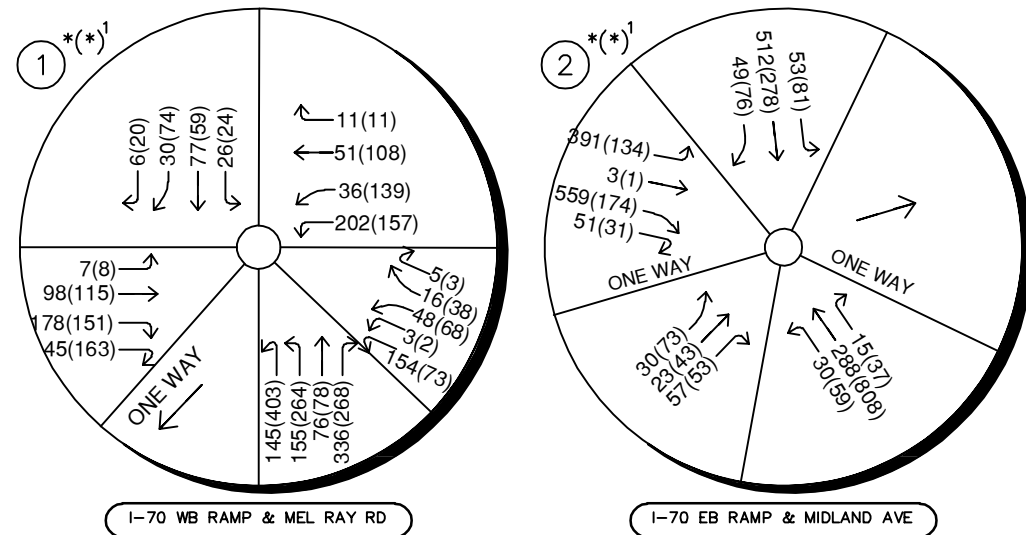
#	Segment	Peak Typical Weekday (Thursday)					
		ADT (veh)	85th Percentile Speed (mph)		Vehicle Type (%)		
			EB/NB	WB/SB	Class 1-3 (Passenger Vehicles)	Class 4 (Bus)	Class 5-13 (Heavy Vehicles)
1	8th St W/O School St	8,469	29.0	32.3	86.3%	1.0%	12.8%
2	9th St BTWN Colorado Ave & Grand Ave	2,655	14.9	17.3	91.1%	2.1%	6.8%
3	Colorado Ave BTWN 7th St & 8th St	1,627	18.2	18.7	86.0%	0.1%	13.9%
4	Pitkin Ave BTWN 8th St & 9th St	3,278	21.6	22.6	90.3%	0.0%	9.7%
5	Midland Ave BTWN 8th St & E Wulfsohn	14,374	33.7	37.1	86.4%	0.5%	13.1%
6	Midland Ave BTWN E Wulfsohn and E Meadows	7,832	43.3	48.5	87.2%	0.1%	12.7%
7	Midland Ave BTWN E Meadows & W Meadows	9,414	42.8	45.1	84.0%	0.2%	15.9%
8	Midland Ave BTWN W Meadows & W Wulfsohn	11,131	47.4	48.1	84.2%	0.2%	15.7%
9	Midland Ave BTWN W Wulfsohn & Devereux Rd	13,716	37.8	34.7	85.7%	0.2%	14.1%
10	Midland Ave BTWN Riverine & Devereux	13,635	28.5	32.4	84.6%	0.4%	15.0%
11	W Wulfsohn E/O Midland Ave	1,893	38.4	36.1	76.7%	4.1%	19.1%
12	Wulfsohn BTWN E Meadows & W Meadows	1,704	19.5	18.5	79.6%	4.3%	16.2%
13	E Wulfsohn W/O Midland Ave	2,590	28.3	25.2	87.1%	0.0%	12.9%
14	E Meadows Dr S/O Midland Ave	3,328	23.3	23.8	83.0%	2.8%	14.2%
15	W Meadows Dr S/O Midland Ave	5,733	23.0	21.5	80.8%	0.2%	18.9%

Table 4 – Friday Roadway Data Summary

#	Segment	Peak Weekend (Friday)					
		ADT (veh)	85th Percentile Speed (mph)		Vehicle Type (%)		
			EB/NB	WB/SB	Class 1-3 (Passenger Vehicles)	Class 4 (Bus)	Class 5-13 (Heavy Vehicles)
1	8th St W/O School St	8,642	29.5	32.8	87.3%	0.7%	11.9%
2	9th St BTWN Colorado Ave & Grand Ave	2,842	15.0	17.9	90.4%	2.1%	7.5%
3	Colorado Ave BTWN 7th St & 8th St	1,797	19.2	18.9	86.4%	0.1%	13.5%
4	Pitkin Ave BTWN 8th St & 9th St	3,641	21.7	23.2	89.7%	0.0%	10.3%
5	Midland Ave BTWN 8th St & E Wulfsohn	14,591	34.1	37.5	87.3%	0.5%	12.3%
6	Midland Ave BTWN E Wulfsohn and E Meadows	12,289	43.1	47.3	83.9%	0.1%	16.0%
7	Midland Ave BTWN E Meadows & W Meadows	9,386	43.2	45.5	85.2%	0.1%	14.7%
8	Midland Ave BTWN W Meadows & W Wulfsohn	11,691	47.9	48.3	85.9%	0.1%	14.0%
9	Midland Ave BTWN W Wulfsohn & Devereux Rd	14,566	38.3	34.9	86.0%	0.2%	13.8%
10	Midland Ave BTWN Riverine & Devereux	14,372	28.4	32.5	86.0%	0.3%	13.7%
11	W Wulfsohn E/O Midland Ave	1,987	39.1	35.9	75.4%	3.7%	21.0%
12	Wulfsohn BTWN E Meadows & W Meadows	1,745	19.3	19.1	78.3%	3.8%	17.9%
13	E Wulfsohn W/O Midland Ave	2,745	28.5	25.2	87.6%	0.1%	12.4%
14	E Meadows Dr S/O Midland Ave	3,504	23.7	24.0	82.6%	2.5%	14.8%
15	W Meadows Dr S/O Midland Ave	6,117	23.3	21.6	84.0%	0.2%	15.8%

3.4 Unspecified Development Traffic Growth

According to traffic projections from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS), SH-6 and SH-82 are expected to have a 20-year growth factor ranging from 1.15 to 1.2 within the vicinity of the study area. These growth factors equate to annual growth rates ranging from 0.70 percent to 0.92 percent. However, a majority of the traffic using the study intersections are on the west side of these two locations and the remaining Meadows development will account for the projected growth. Therefore, an annual growth rate of 0.5 percent was applied to existing volumes throughout the 2040 horizon prior to the addition of Meadows full buildout traffic. CDOT traffic projections are provided in **Appendix A**. The remaining developments from Meadows, project traffic from the 480 Donegan development, and the Cowdin & 8th Street Affordable Housing development were added to existing traffic volumes.



DATA COLLECTION:

THURSDAY, 9/29/2022
 * THURSDAY, 10/20/2022
 ~ WEDNESDAY, 11/2/2022
 + THURSDAY, 11/3/2022
 ^ TUESDAY, 11/8/2022
 \$ WEDNESDAY, 11/9/2022

COLLECTION PEAK PERIODS:

1 7:00 AM TO 9:00 AM
 & 4:00 PM TO 6:00 PM

2 11:00 AM TO 1:00 PM
 & 4:00 PM TO 6:00 PM

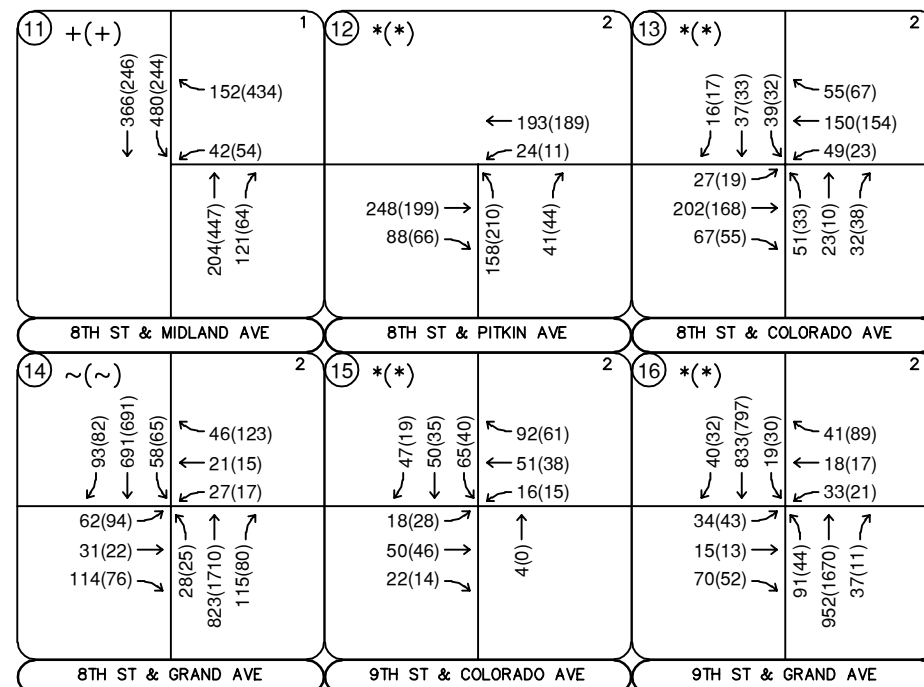


FIGURE 3
 GLENWOOD MEADOWS
 MASTER TRAFFIC STUDY
 GLENWOOD SPRINGS, CO
 2022 EXISTING TRAFFIC VOLUMES



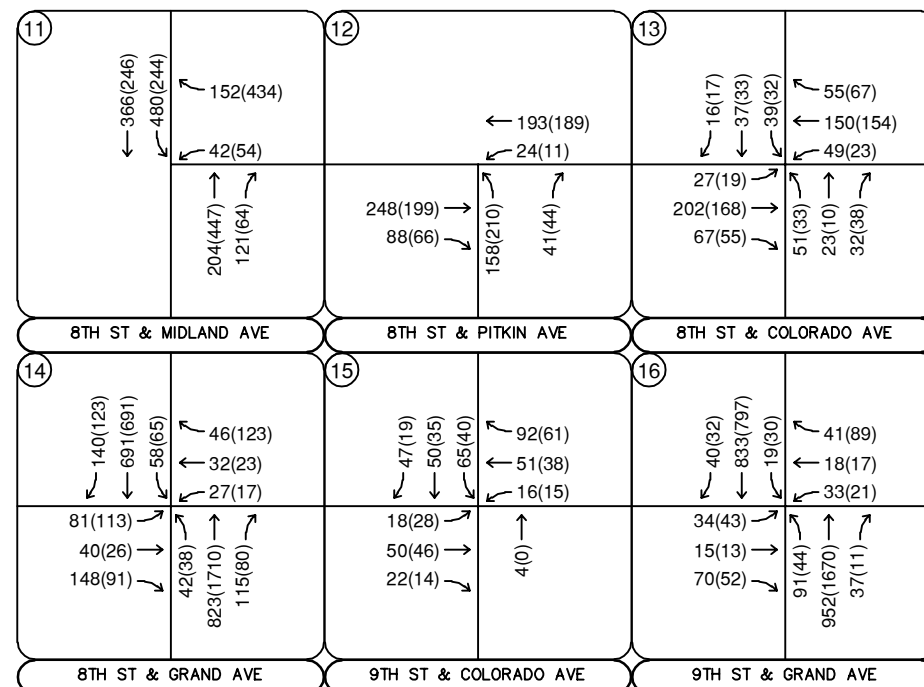
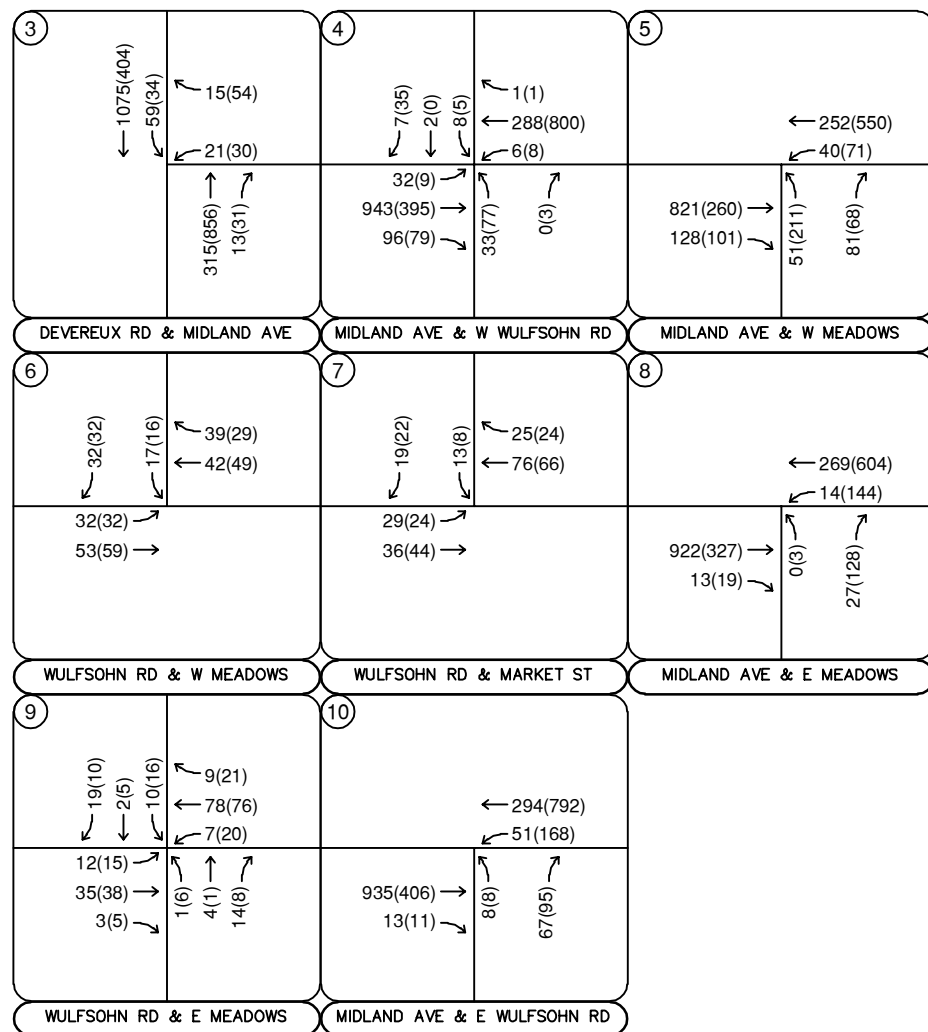
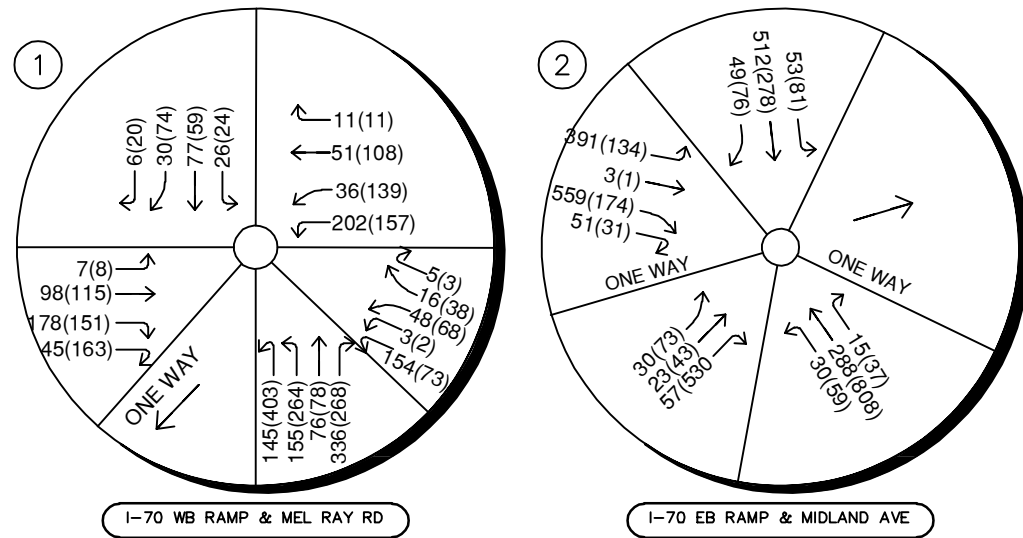


FIGURE 4
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
2022 ADJUSTED TRAFFIC VOLUMES



4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

For this study, Kimley-Horn used the ITE Trip Generation Report and user specific data for the RFTA Transit Center to determine the traffic associated with the remaining development program. Therefore, the fitted curve and average rate equations that apply to Mid-Rise Multifamily Housing (ITE Land Use Code 221), Strip Retail Plaza (ITE 822), Marijuana Dispensary (ITE 882), and Fast Casual Restaurant (ITE Land Use Code 930) was utilized for traffic associated with the remaining development. Of note, the Lofts at Red Mountain Phase IV trips and the Roaring Fork Transportation Authority Regional Transit Center were previously studied and are included in the trip generation table separately.

The remaining vacant parcels within the Glenwood Meadows development area are expected to generate approximately 11,774 additional weekday daily trips, with 830 of these trips occurring during the morning peak hour and 995 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 5a** summarizes the estimated trip generation for the Glenwood Meadows. The trip generation worksheets are included in **Appendix B**.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

Table 5a – Glenwood Meadows Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Mid-Rise Housing (ITE 221) – 1,340 Dwelling Units	6,086	14	383	497	318	205	523
Strip Retail Plaza (822) – 18,000 Square Feet	980	26	16	42	58	60	118
Marijuana Dispensary (882) – 4,504 Square Feet	950	24	23	57	43	42	85
Fast Casual Restaurant (930) – 5,000 Square Feet	486	4	3	7	35	28	63
Lofts at Red Mountain Phase IV	2,072	11	14	25	56	45	101
RFTA RTC Expansion	1,200	170	32	202	26	79	105
Total Project Trips	11,774	349	471	830	536	459	995

A comparison of peak hour traffic volumes between the approved Glenwood Meadows and the existing built traffic volumes was conducted. The approved Glenwood Meadows peak hour volumes were obtained from the Glenwood Meadows Project Transportation Improvements Plan prepared by the Mobility Group in September 2001 for purposes of CDOT permitting. The existing traffic volumes associated with the existing development area were derived from the entering and exiting movements at the Glenwood Meadows accesses. **Table 5b** summarizes the approved vs the existing vs the proposed total morning and afternoon peak hour trips for Glenwood Meadows project trips only.

Table 6b – Overall Meadows Approved vs Proposed Traffic Generation

Scenario	AM Peak Hour	PM Peak Hour
	Total	Total
Approved (from CDOT permit)	1,700	2,098
Existing (from counts)	645	1,244
Proposed (yet to be developed)	830	995
Total Trip Differential (Proposed-Approved)	-225	+141

The morning peak hour is anticipated to generate 225 less trips while the afternoon peak hour is anticipated to generate 141 more trips compared to the approved master development plan of Glenwood Meadows.

However, Glenwood Meadows has evolved with specific users and recently approved traffic impact studies that are more recent than the overall Glenwood Meadows approved project trips.

Therefore, an additional comparison of each lot and the approved use versus what is proposed is shown in **Table 5c**.

Table 7c – Remaining Developments Approved vs Proposed Traffic Generation

Address	Land Use	Intensity	Unit	Vehicle Trips	
				AM Peak Hour	PM Peak Hour
				Total	Total
130 Midland	Unknown				
	Retail	9,000	SF	21	59
	Fast Causal	5,000	SF	7	63
Trip Differential of 130 Midland				28	122
Lot 14	Retail	15,000	SF	15	60
	Office	15,000	SF	20	20
	MOB	15,000	SF	40	50
	Mid-Rise	550	DU	204	215
Trip Differential of Lot 14				129	85
Lot 10C	Department Store	68,320	SF	22	104
	Retail	20,050	SF	8	42
	High Turnover	6,000	SF	44	52
	Mid-Rise	280	DU	104	109
Trip Differential of Lot 10C				30	-89
405 E Meadows	Lofts at Red Mountain 4			25	101
	Lofts at Red Mountain 4			25	101
Trip Differential of Lot 10C				0	0
Market St Retailers	Retail	9,000	SF	21	59
	Retail	9,000	SF	21	59
Trip Differential of Market St Retailers				0	0
Flat Tops View Dr	Mid-Rise	300	DU	108	132
	Townhomes	175	DU	61	77
	Mid-Rise	510	DU	189	199
Trip Differential of Flat Top View Dr				20	-10
150 Wulfsohn	Marijuana Dispensary	2,400	SF	0	72
	Marijuana Dispensary	4,504	SF	57	85
Trip Differential of 150 Wulfsohn				57	13
2307 Wulfsohn Rd	RFTA Expansion			202	105
	RFTA Expansion			202	105
Trip Differential of 2307 Wulfsohn Rd				0	0
Total Trip Differential (Proposed-Approved)				264	121

Approved Traffic Study; Proposed Development

From the approved individual traffic studies versus what is newly proposed, the overall Glenwood Meadows development is proposed to increase by 264 morning peak hour trips and 121 afternoon peak hour trips. Additional information regarding the traffic report and the trip generation is attached in **Appendix B**.

4.2 Trip Distribution

Distribution of remaining Glenwood Meadows traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, demographic information, and the proposed access system. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. **Figure 5** illustrates the zones in which the remaining development was divided into to provide a comprehensive analysis based on trips to each zone. Therefore, **Figures 6, 7, 8, 9, and 10** illustrate trip distribution to Zones 1-5, respectively. **Table 6** summarizes the land uses and intensities associated with each zone.

Table 8 – Glenwood Meadows Zones

Zone	Land Use	Intensity
1	Retail	9,000 SF
1	Fast Casual Restaurant	5,000 SF
2	Mid-Rise Multifamily	830 DU
2	Lofts at Red Mountain 4	5,950 SF Restaurant, 36 DU
3	Retail	9,000 SF
4	Mid-Rise Multifamily	510 DU
4	Marijuana Dispensary	4,504 SF
5	RFTA Expansion	Expansion

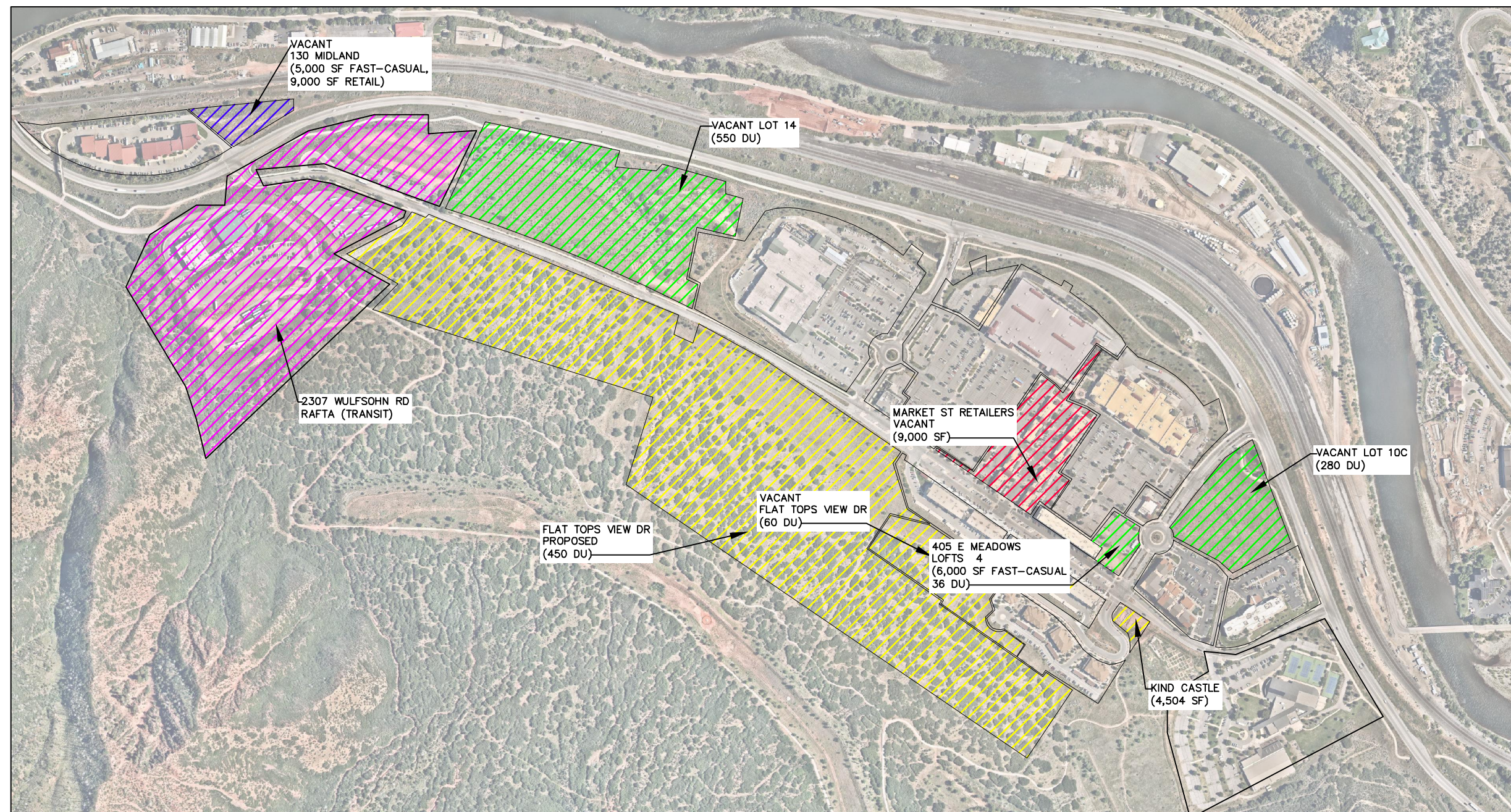
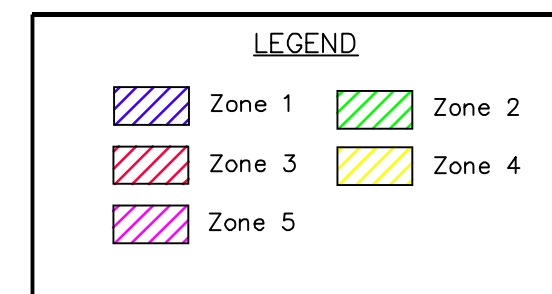


FIGURE 5
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
ZONE LOCATIONS



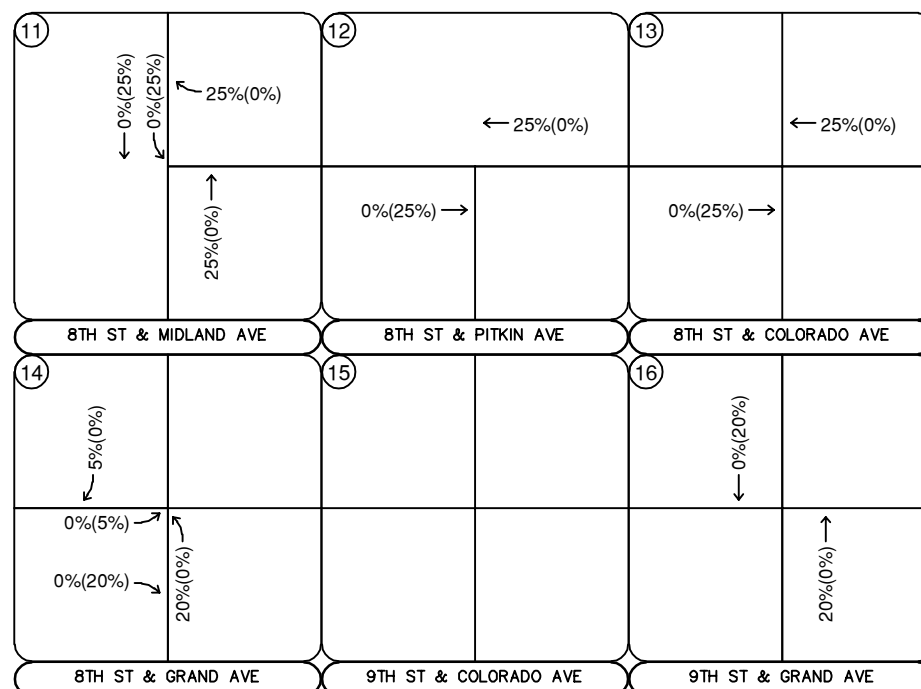
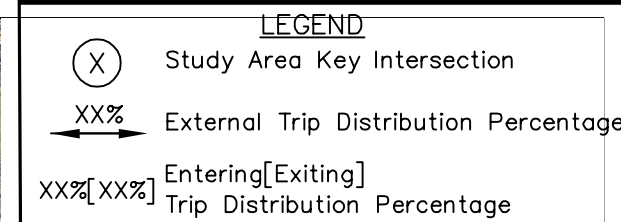
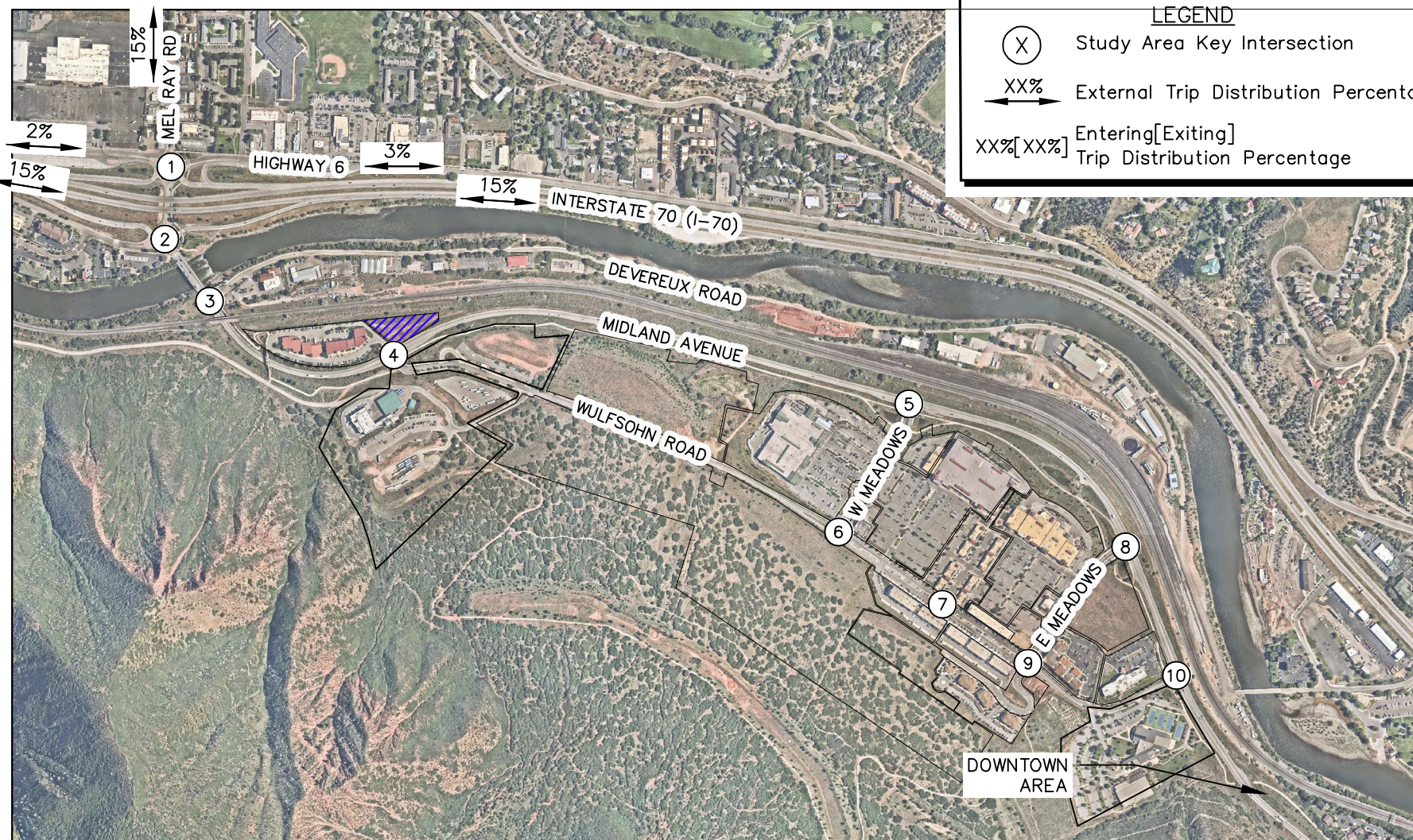
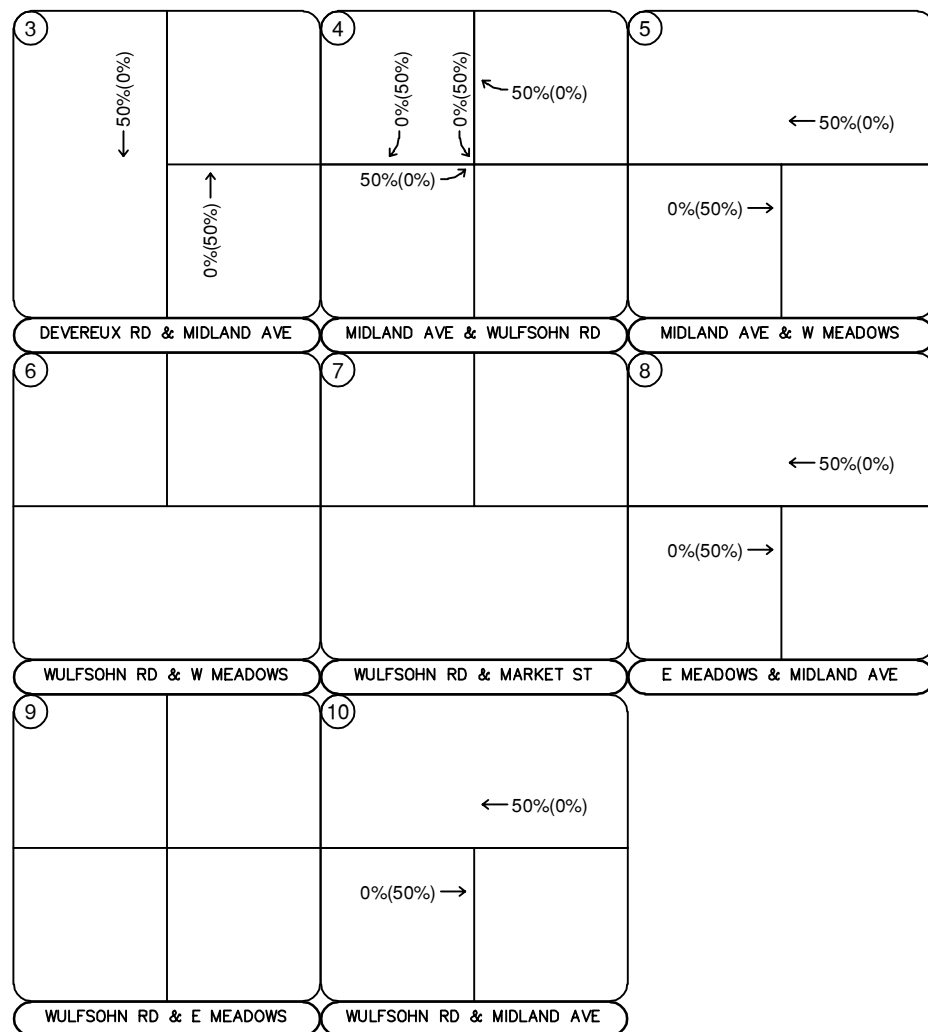
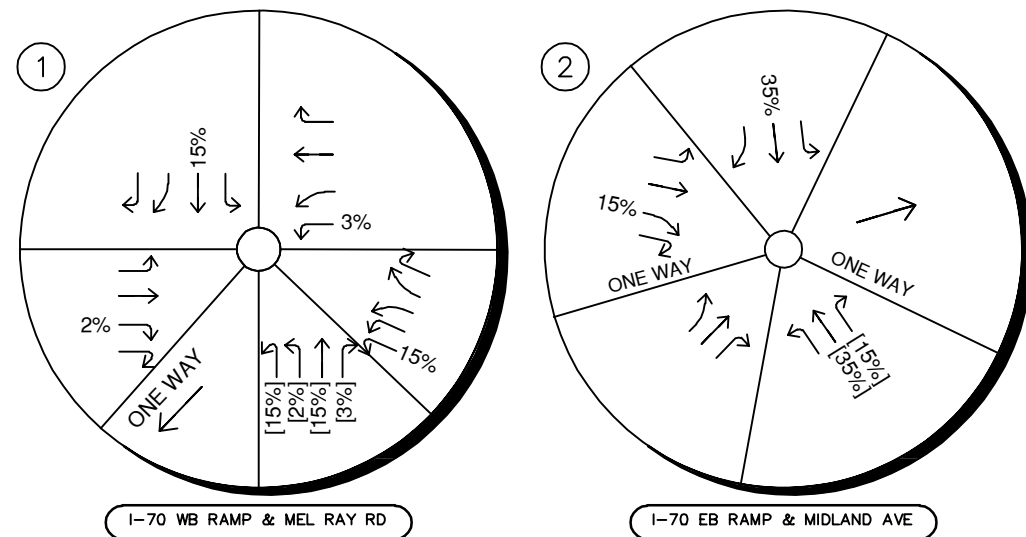


FIGURE 6
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
ZONE 1 TRIP DISTRIBUTION



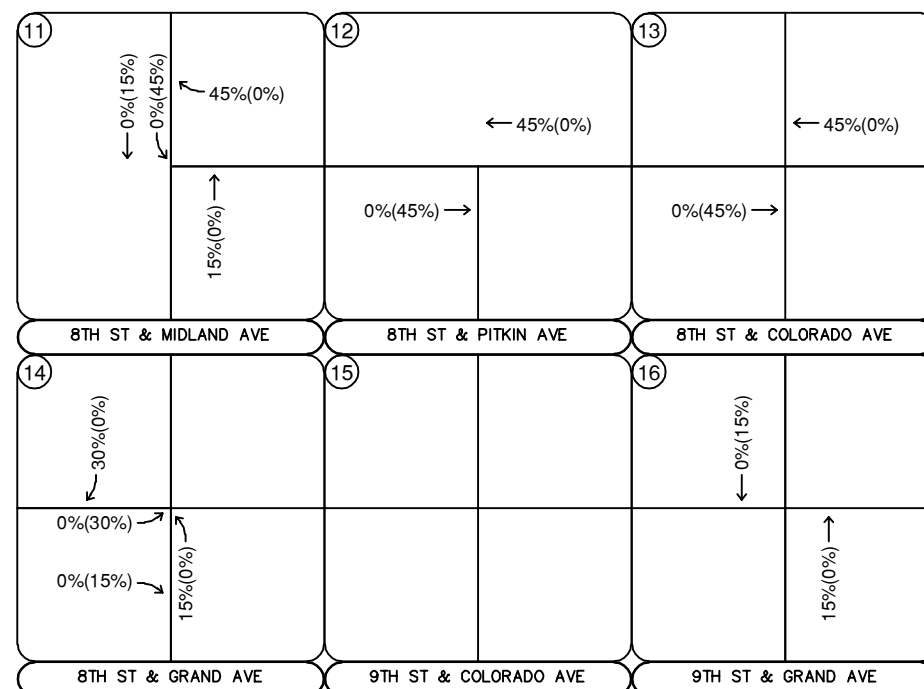
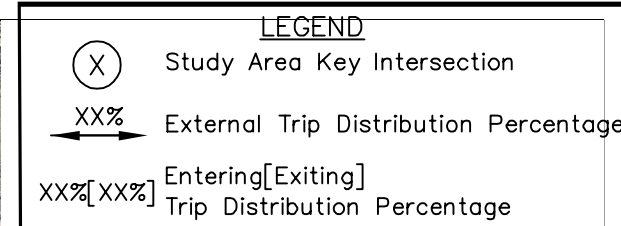
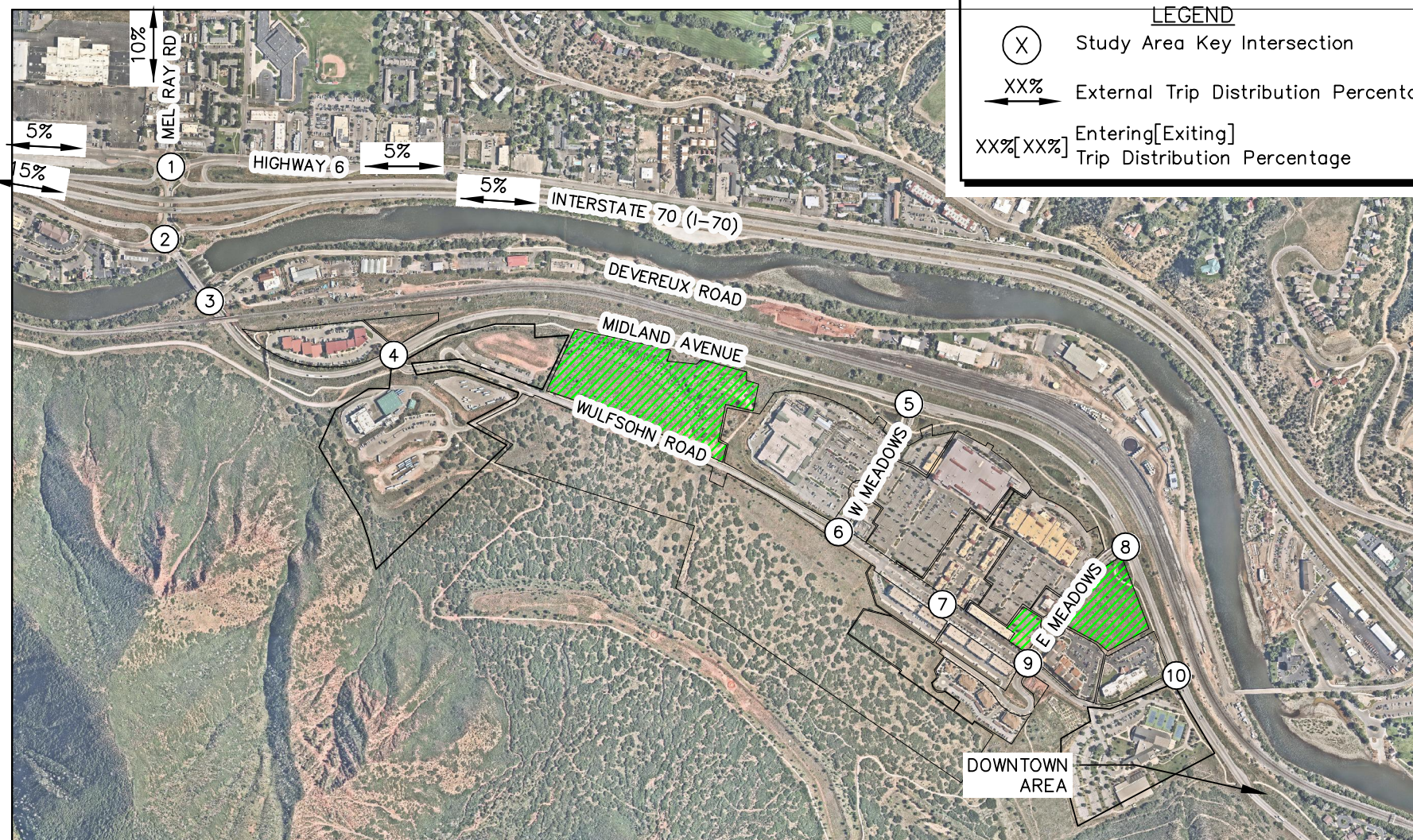
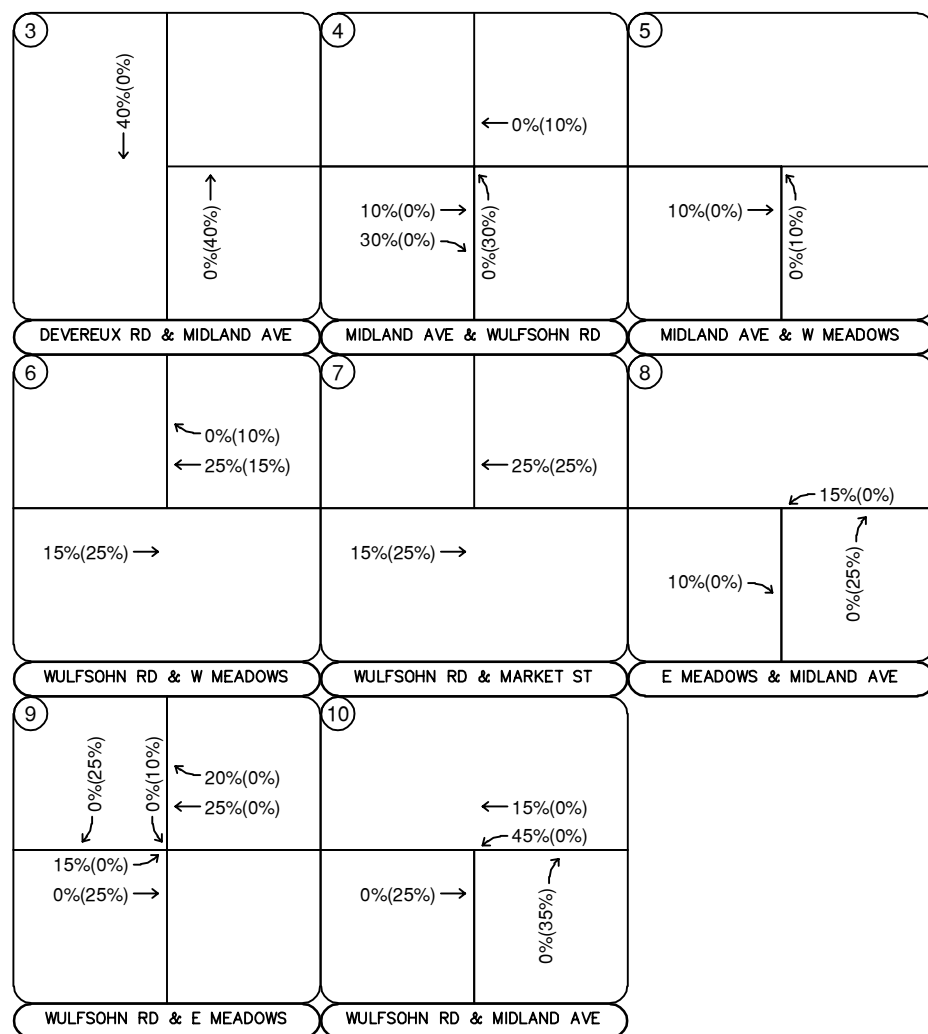
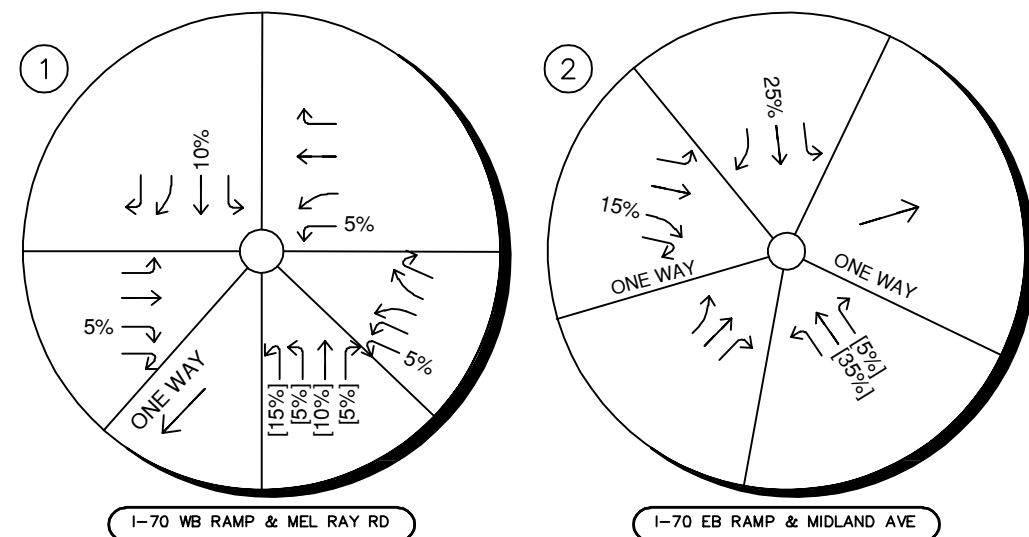


FIGURE 7
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
ZONE 2 TRIP DISTRIBUTION



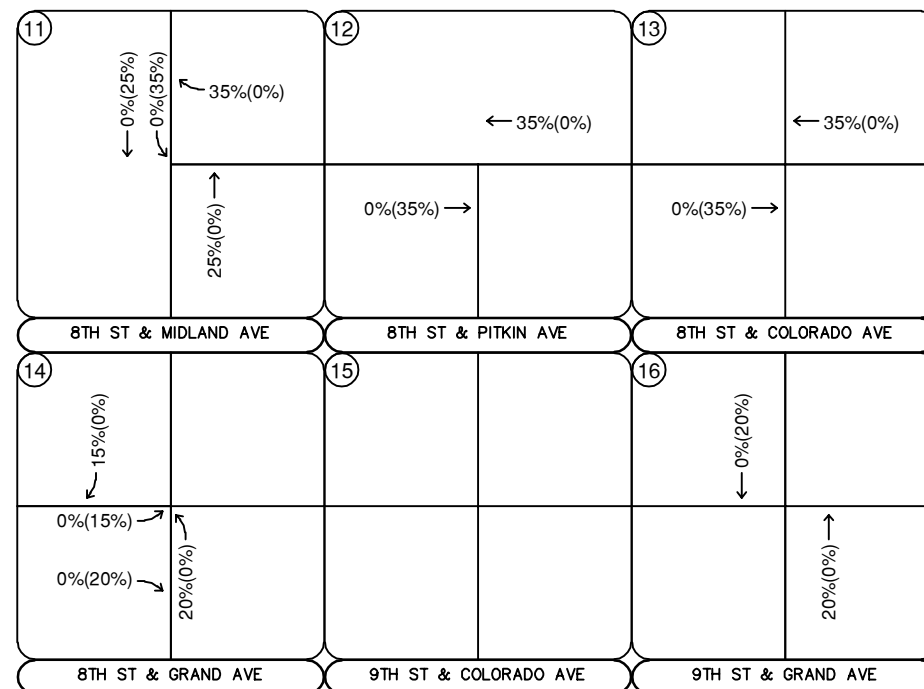
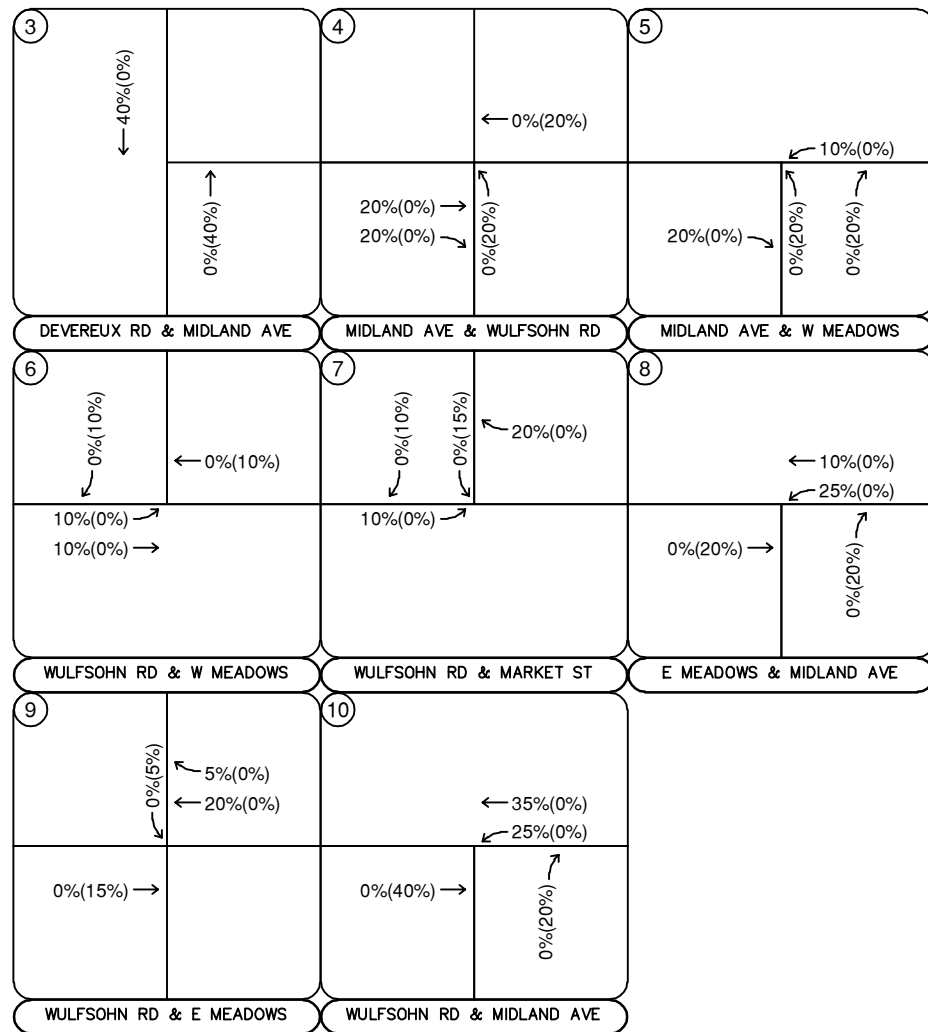
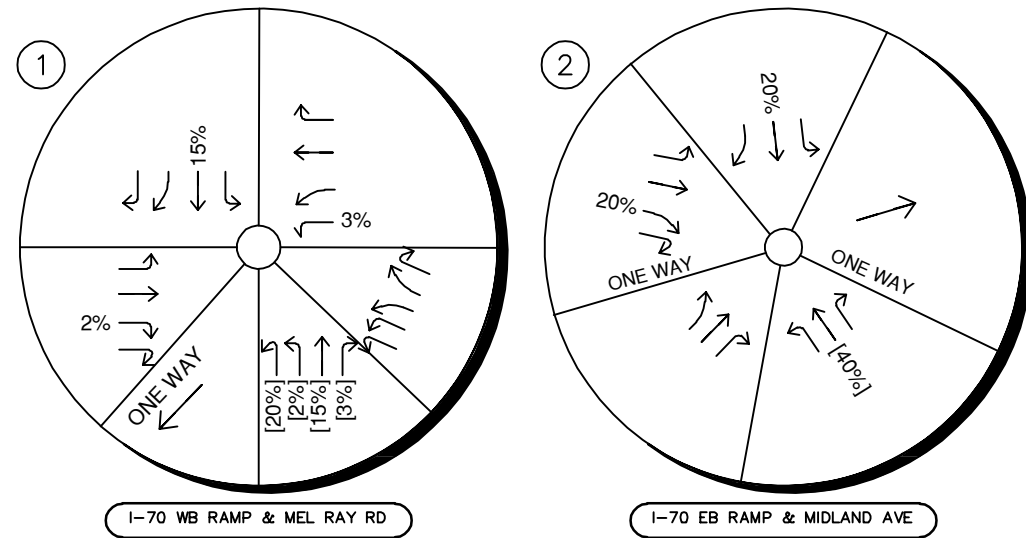


FIGURE 8
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
ZONE 3 TRIP DISTRIBUTION



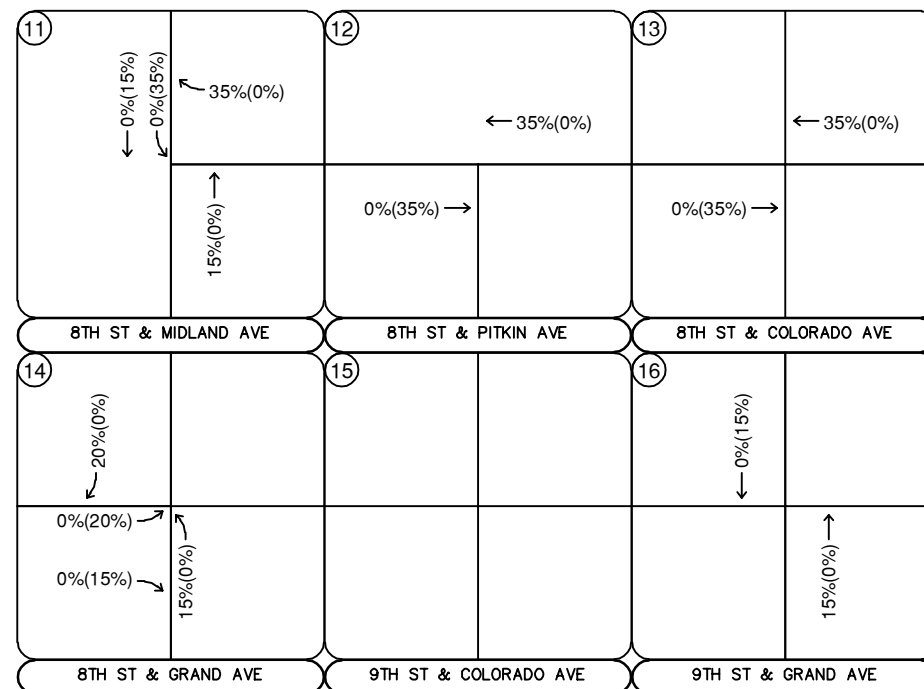
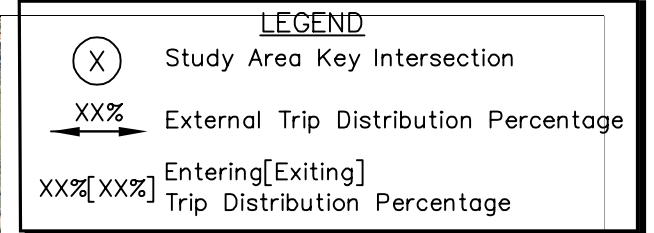
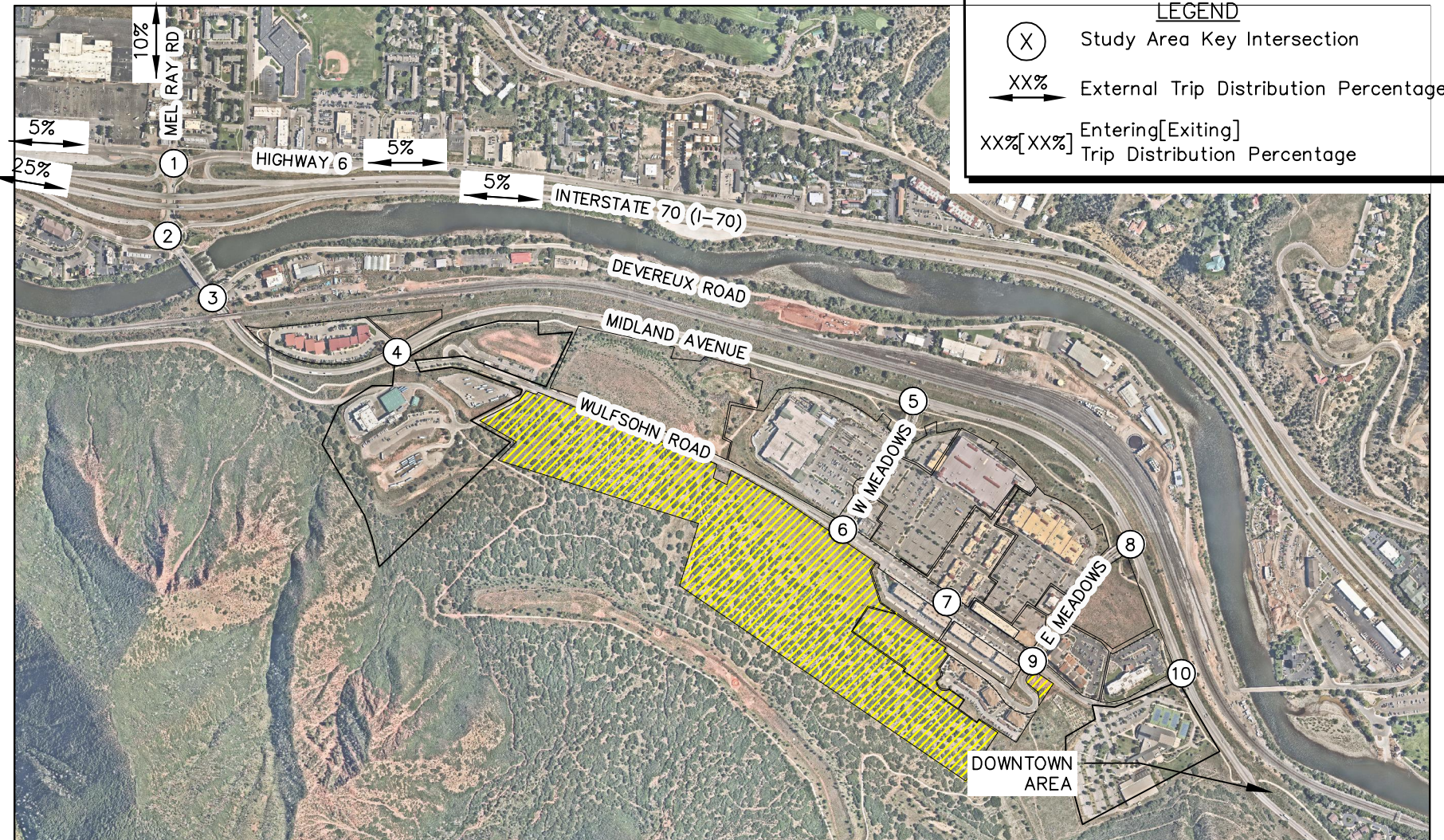
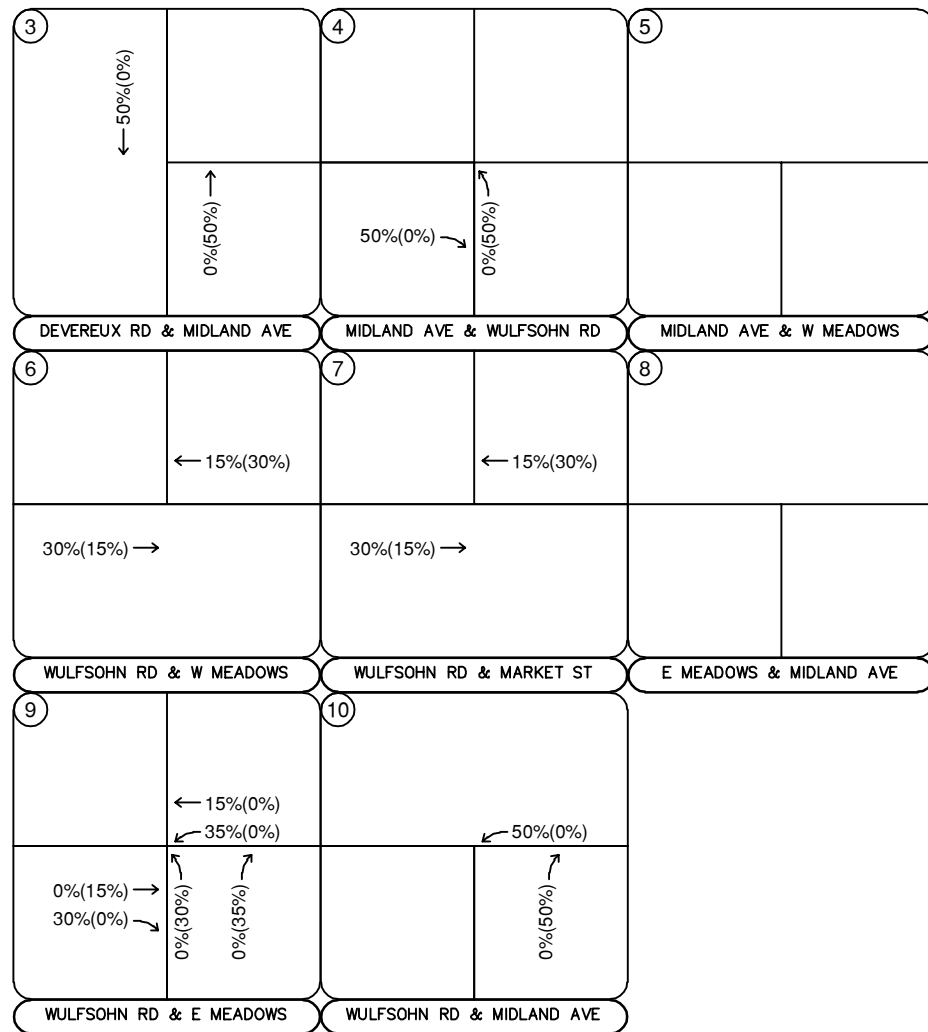
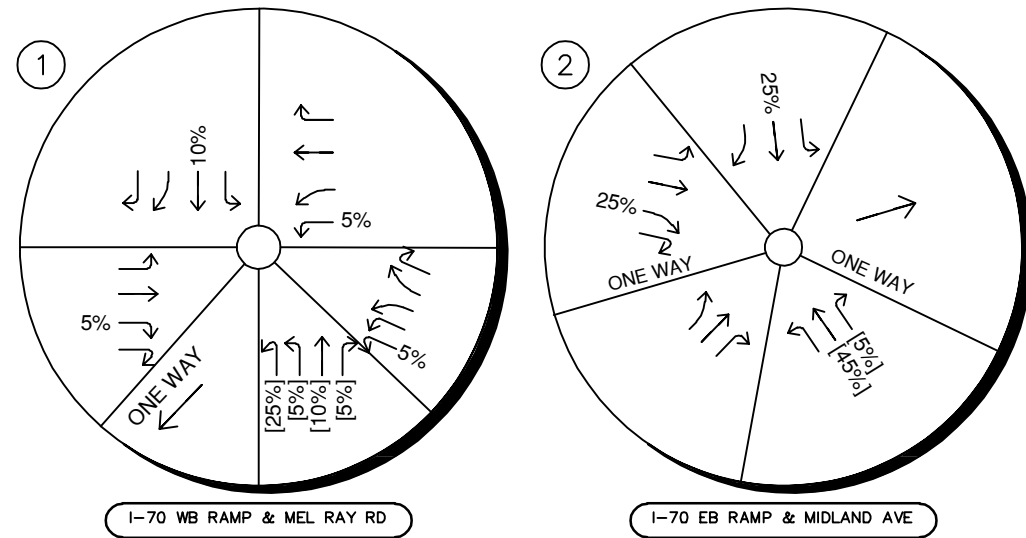


FIGURE 9
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
ZONE 4 TRIP DISTRIBUTION



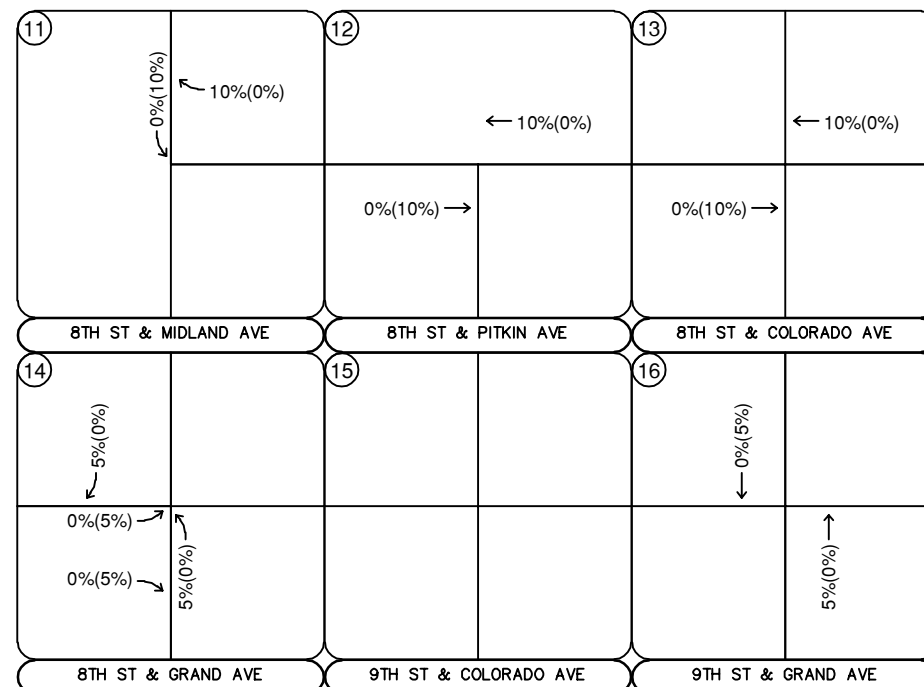
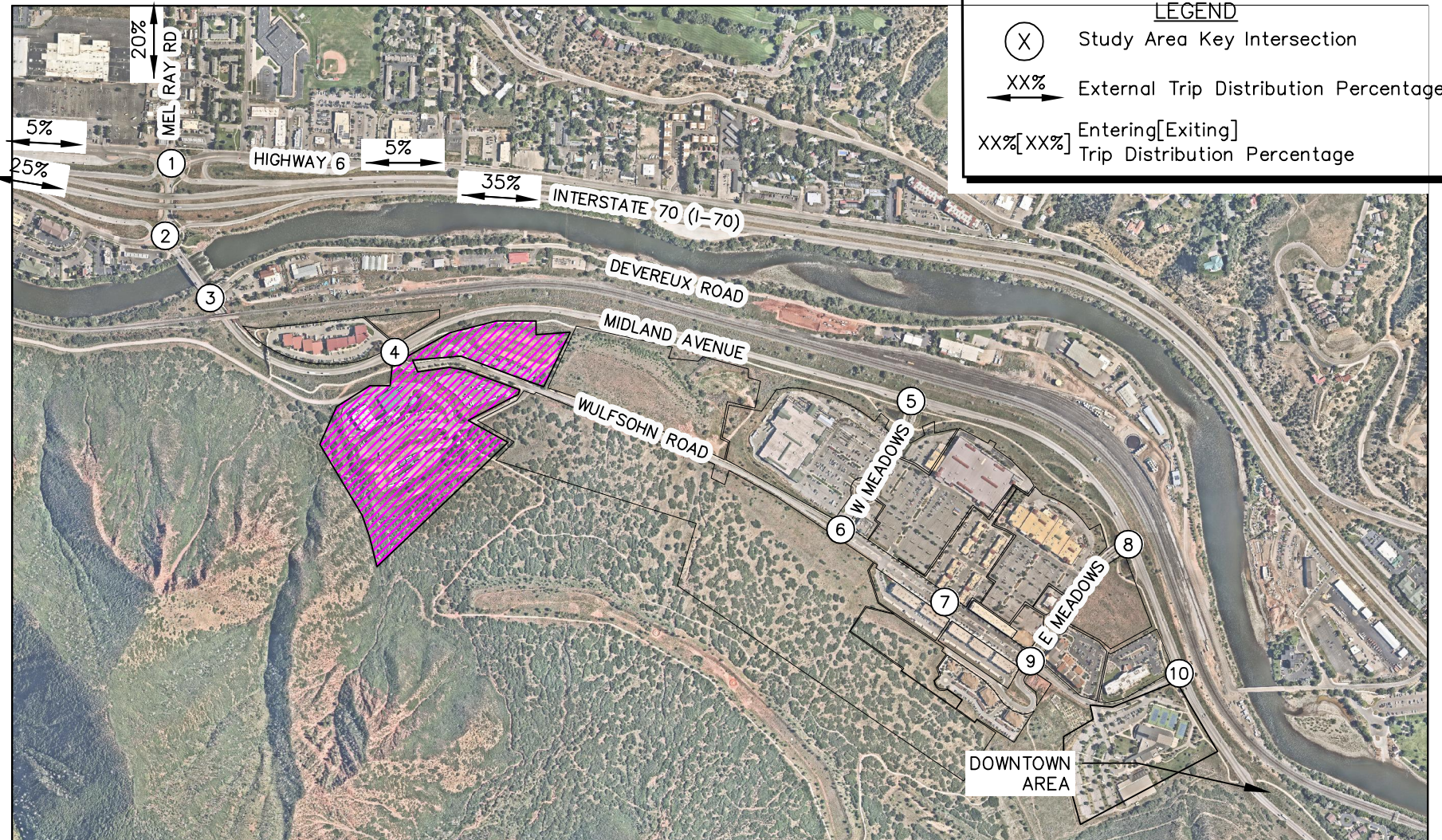
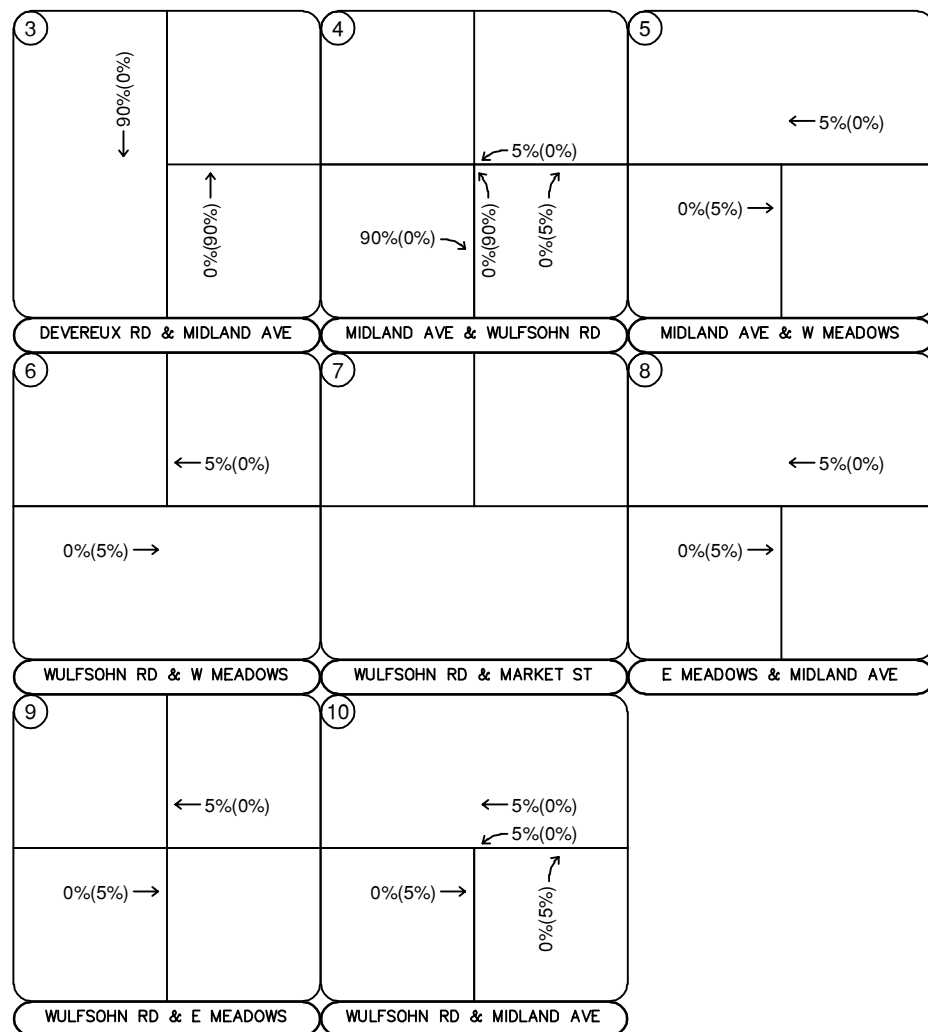
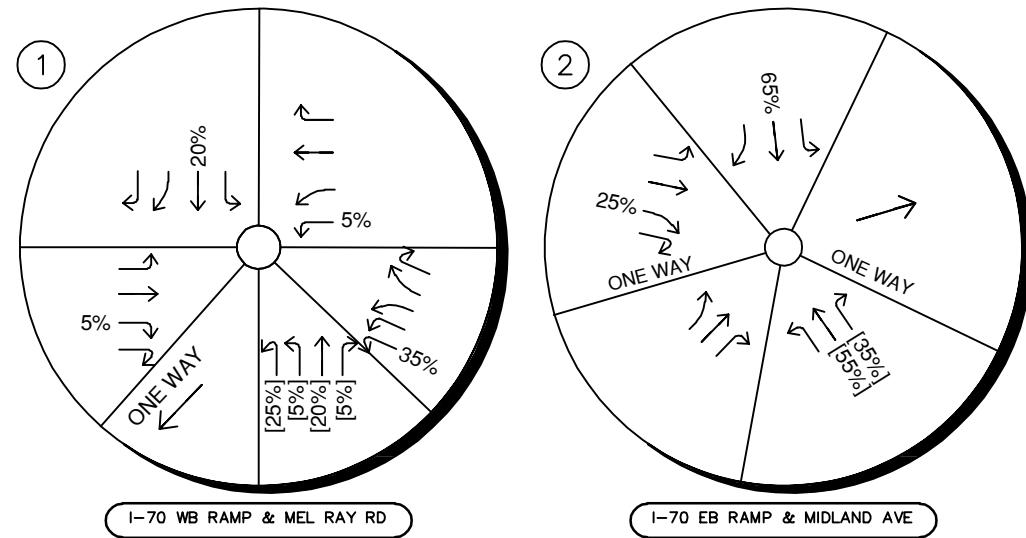


FIGURE 10
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
ZONE 5 TRIP DISTRIBUTION



4.3 Traffic Assignment

Glenwood Meadows traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 5**. Traffic assignment is shown in **Figure 11**.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2030 buildout horizon and long-term 2040 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2030 and 2040 horizon years in **Figures 12** and **13**, respectively.

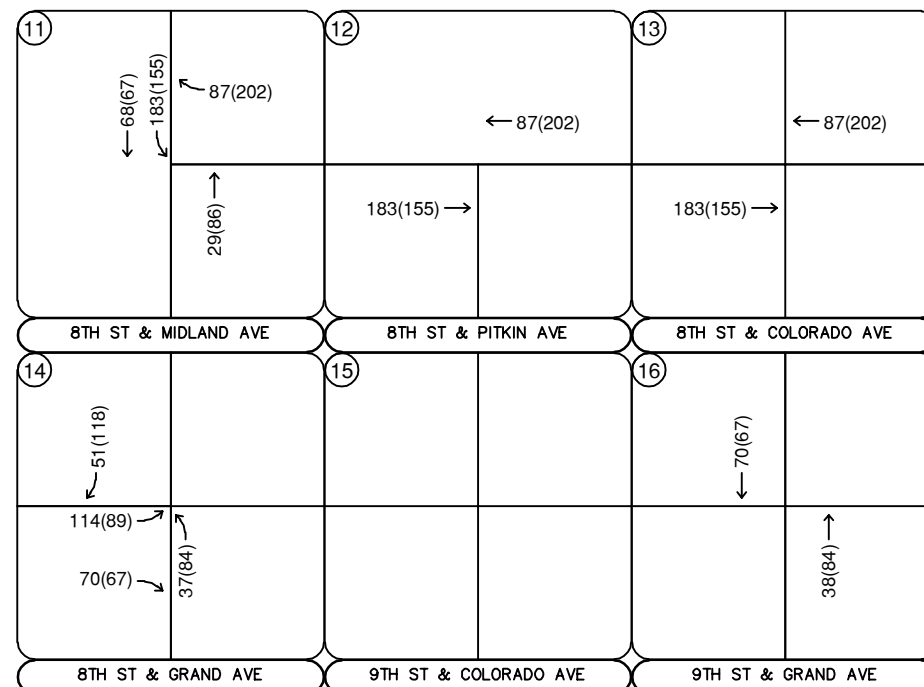
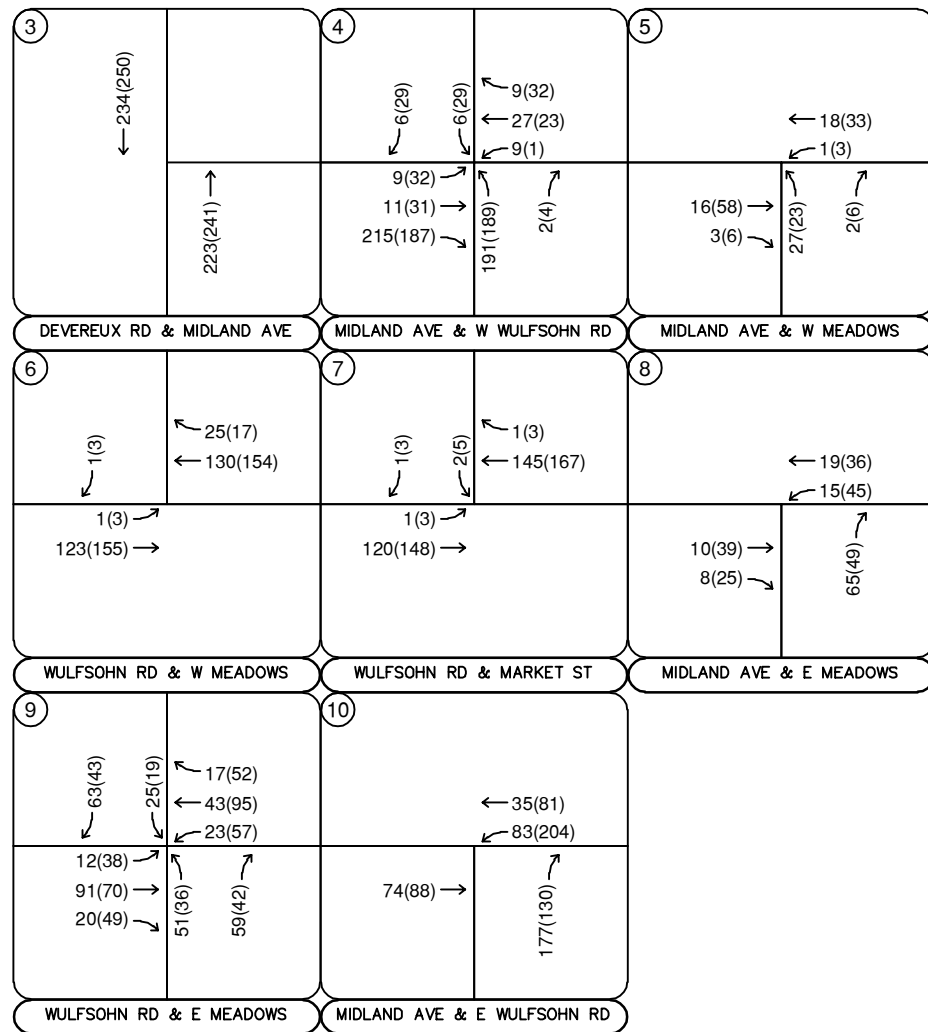
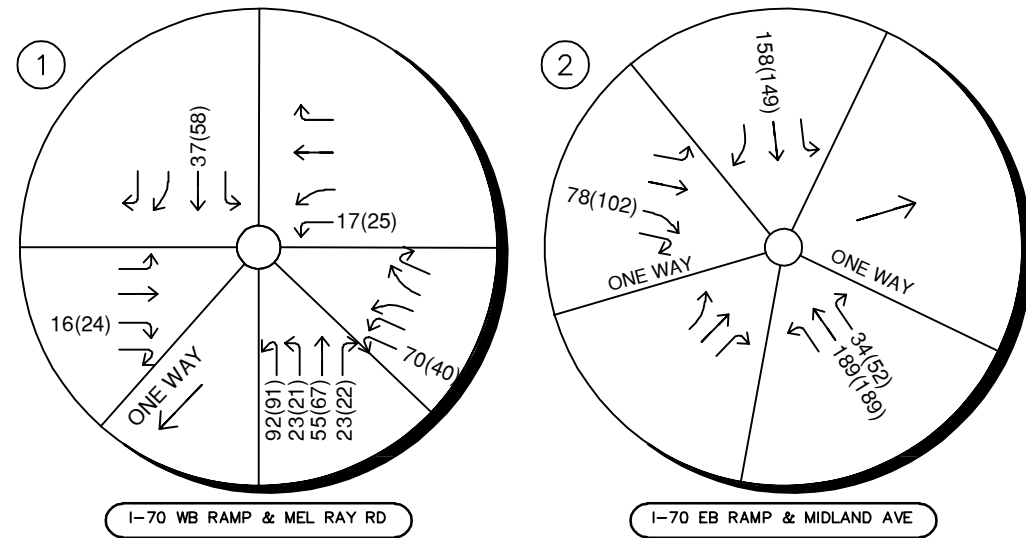


FIGURE 11
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
PROJECT TRAFFIC ASSIGNMENT



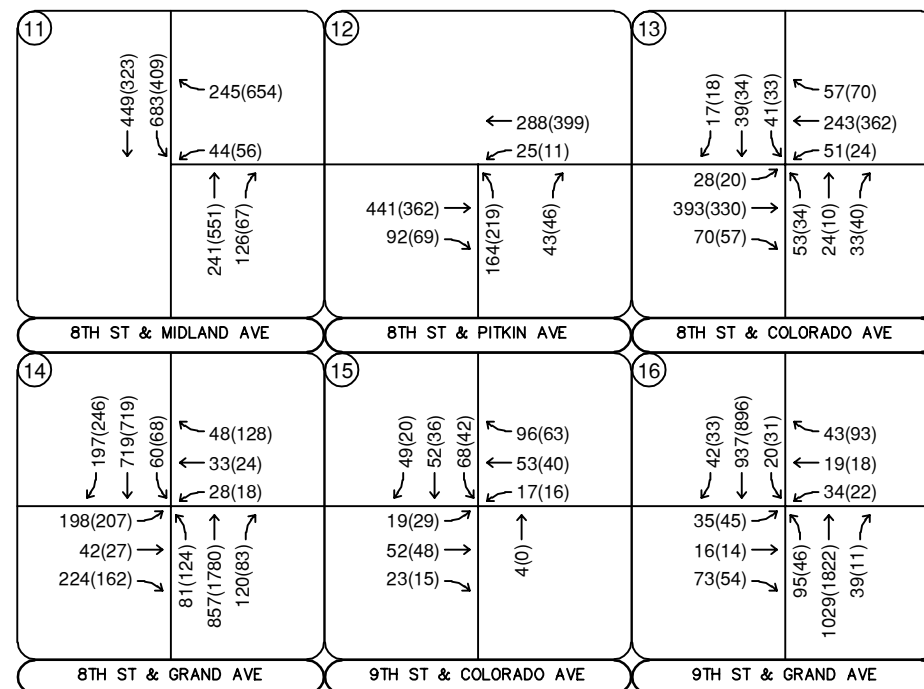
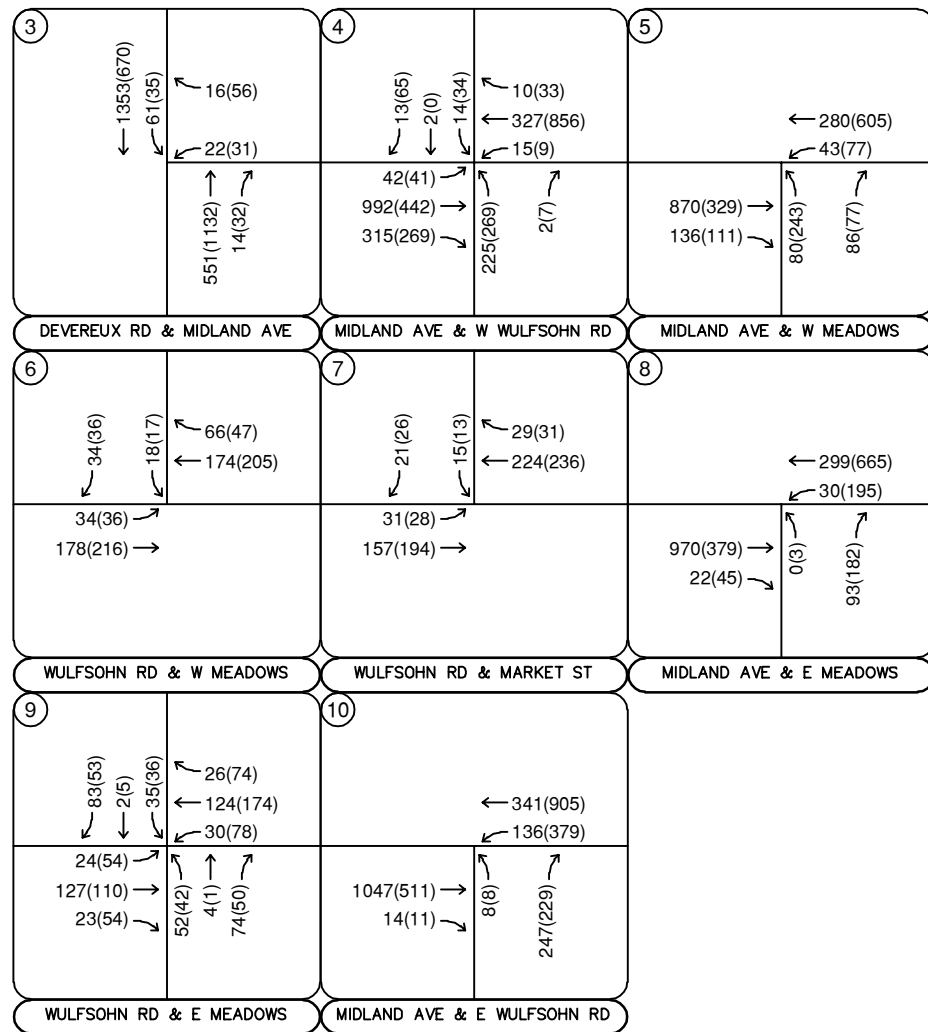
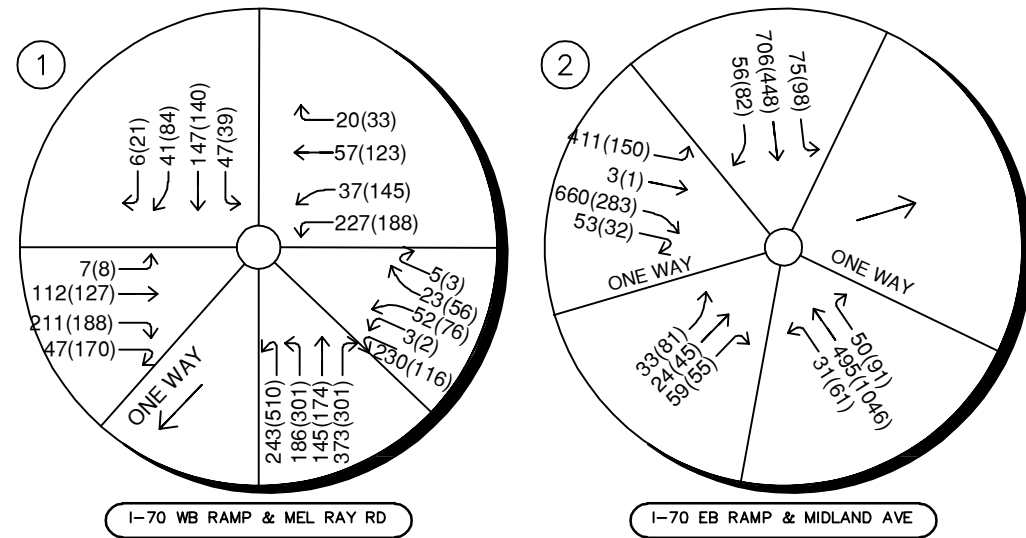


FIGURE 12
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
2030 TOTAL TRAFFIC VOLUMES



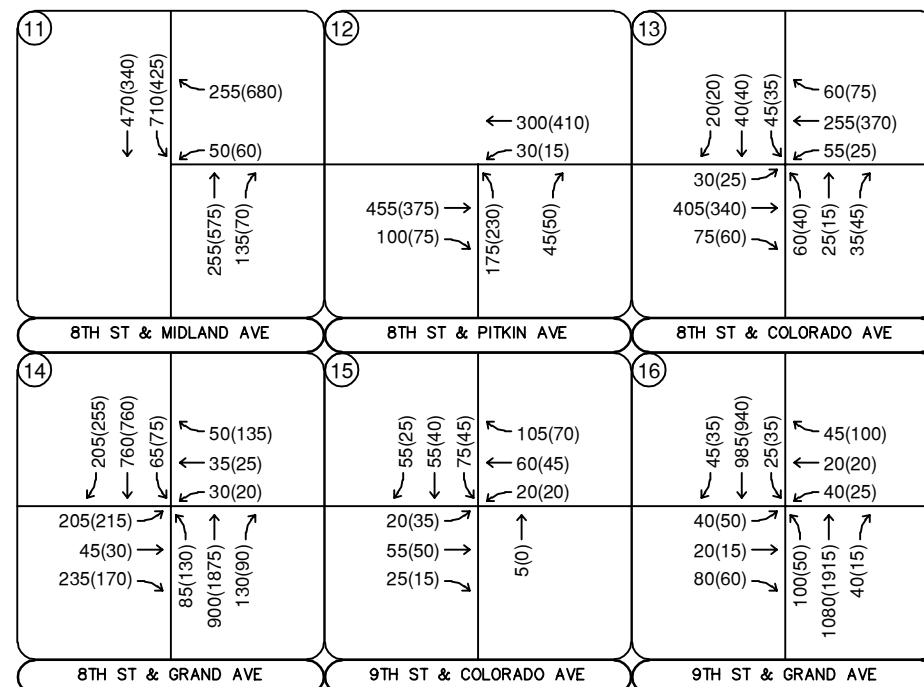
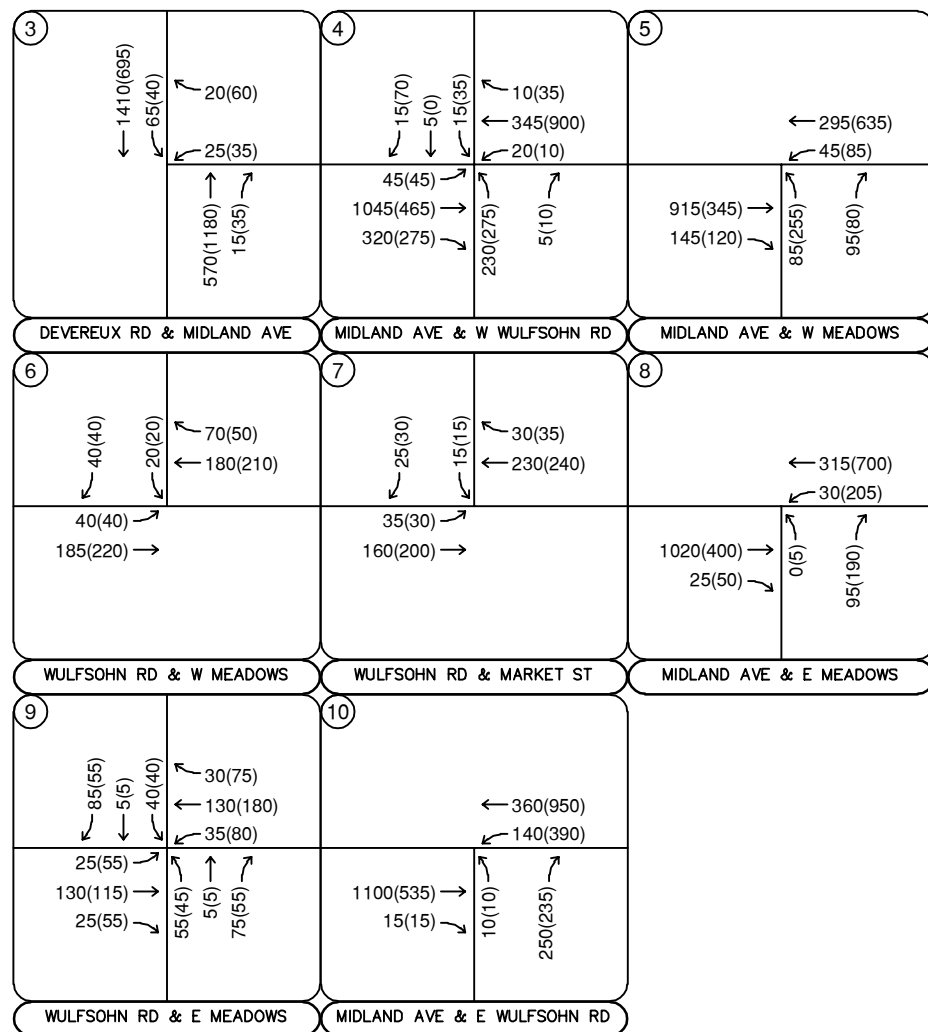
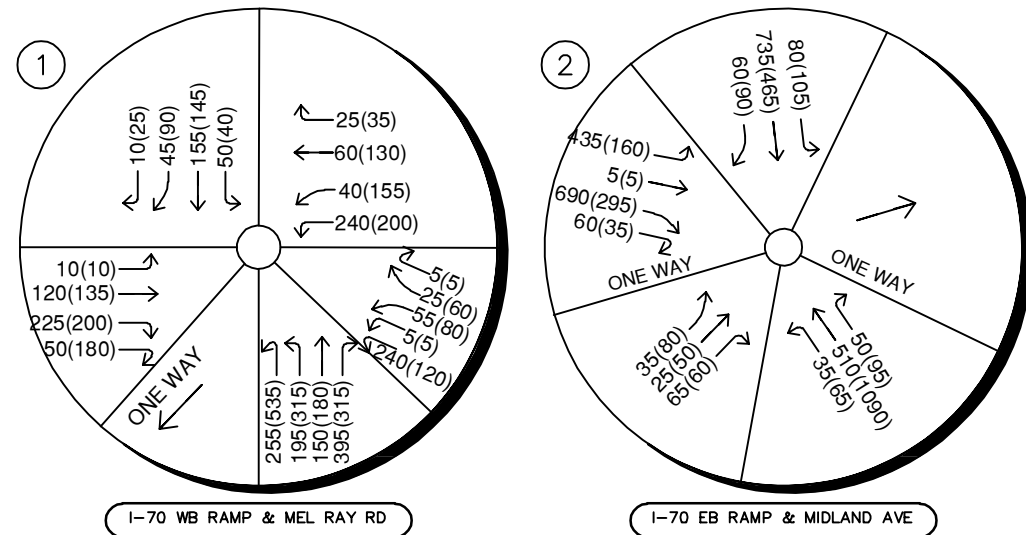


FIGURE 13
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
2040 TOTAL TRAFFIC VOLUMES



5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2030 and 2040 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). The City of Glenwood Springs has adopted LOS D as the minimum acceptable level of service for all movements and approaches when evaluating intersection operations. **Table 7** shows the definition of level of service for signalized and unsignalized intersections.

Table 9 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections for the study area are provided in **Appendix C**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. The existing peak hour factors were utilized for existing and short-term analysis years and 0.92 for long-term 2040 analysis. Synchro traffic analysis software was used to analyze the signalized, and unsignalized key intersections for level of service. Sidra software was used to evaluate the I-70 ramp roundabout intersections at SH-6 and Mel Ray Road (#1) and Riverine Road and Midland Avenue (#2). **Table 8** provides the level of service operational results of all the study area intersections with the existing configuration and control. Recommended improvements to mitigate current or future unacceptable operations were also incorporated into the analysis results and identified in more detail later in **Table 9**.

Table 10 – Existing and Future Level of Service Results

Intersection	Control	Movement	2022 Existing		2030 Total		2040 Total	
			AM	PM	AM	PM	AM	PM
			Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Highway 6/I-70WB Ramps & Mel Ray Road (#1)		Overall	9.3 (A)	11.8 (B)	16.8 (C)	25.9 (D)	20.9 (C)	35.0 (D)
		Worst Approach	11.7 (B)	17.2 (C)	27.3 (D)	64.7 (F)	38.8 (E)	51.9 (F)
Riverine Rd/I-70 EB Ramp & Midland Avenue (#2)		Overall	54.2 (F)	9.8 (A)	121.4 (F)	15.8 (C)	148.4 (F)	18.4 (C)
		Worst Approach	96.6 (F)	10.4 (B)	260.8 (F)	17.2 (C)	320.1 (F)	20.9 (C)
Devereux Road & Midland Avenue (#3)		Westbound Approach	20.4 (C)	23.0 (C)	30.5 (D)	41.0 (E)	32.1 (D)	48.4 (E)
		Southbound Left	8.2 (A)	10.4 (B)	9.1 (A)	12.2 (B)	9.1 (A)	12.5 (B)
Midland Avenue & Wulfsohn Road (#4)		Northbound Approach	28.7 (D)	34.6 (D)	339.6 (F)	683.7 (F)	351.2 (F)	772.8 (F)
		Eastbound Left	8.0 (A)	9.8 (A)	8.2 (A)	10.6 (B)	8.2 (A)	10.7 (B0)
		Westbound Left	11.2 (B)	8.5 (A)	13.3 (B)	9.4 (A)	13.3 (B)	9.5 (A)
		Southbound Left/Through	26.9 (D)	21.1 (C)	39.6 (E)	32.0 (D)	43.5 (E)	33.5 (D)
		Southbound Right	10.1 (B)	17.1 (C)	10.5 (B)	20.7 (C)	10.5 (B)	21.3 (C)

Intersection	Control	Movement	2022 Existing		2030 Total		2040 Total	
			AM	PM	AM	PM	AM	PM
			Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Midland Avenue & W Meadows Drive (#5)		Overall	51.2 (D)	14.8 (B)	65.7 (E)	15.3 (B)	67.2 (E)	15.6 (B)
		Worst Approach	69.1 (E)	17.5 (B)	92.1 (F)	17.8 (B)	94.4 (F)	17.6 (B)
Wulfsohn Road & W Meadows Drive (#6)		Overall	7.5 (A)	7.5 (A)	9.0 (A)	9.4 (A)	9.1 (A)	9.5 (A)
		Eastbound Approach	7.7 (A)	7.8 (A)	9.2 (A)	9.7 (A)	9.3 (A)	9.8 (A)
		Westbound Approach	7.3 (A)	7.3 (A)	9.1 (A)	9.4 (A)	9.1 (A)	9.4 (A)
		Southbound Approach	7.3 (A)	7.2 (A)	8.1 (A)	8.2 (A)	8.2 (A)	8.3 (A)
Wulfsohn Road & Market Street (#7)		Overall	7.5 (A)	7.4 (A)	9.0 (A)	9.3 (A)	9.0 (A)	9.3 (A)
		Eastbound Approach	7.6 (A)	7.6 (A)	8.9 (A)	9.3 (A)	8.9 (A)	9.3 (A)
		Westbound Approach	7.5 (A)	7.4 (A)	9.2 (A)	9.5 (A)	9.3 (A)	9.5 (A)
		Southbound Approach	7.2 (A)	7.1 (A)	8.0 (A)	8.1 (A)	8.1 (A)	8.1 (A)
Midland Avenue & E Meadows Drive (#8)		Northbound Right	19.1 (C)	11.2 (B)	26.9 (D)	12.5 (B)	28.4 (D)	12.9 (B)
		Westbound Left	10.5 (B)	8.4 (A)	11.0 (B)	8.9 (A)	11.2 (B)	9.0 (A)
Wulfsohn Road & E Meadows Drive (#9)		Northbound Left	9.9 (A)	10.4 (B)	14.9 (B)	21.8 (C)	15.3 (C)	20.7 (C)
		Northbound Through/Right	9.0 (A)	8.9 (A)	9.8 (A)	9.6 (A)	9.8 (A)	10.2 (B)
		Eastbound Left	7.5 (A)	7.5 (A)	7.6 (A)	8.0 (A)	7.6 (A)	7.9 (A)
		Westbound Left	7.3 (A)	7.4 (A)	7.6 (A)	7.8 (A)	7.7 (A)	7.8 (A)
		Southbound Approach	9.4 (A)	10.1 (B)	11.8 (B)	16.0 (C)	12.3 (B)	15.9 (C)
Midland Avenue & Wulfsohn Road (#10)		Northbound Left	19.5 (C)	25.9 (D)	25.4 (D)	64.7 (F)	27.3 (D)	72.4 (F)
		Westbound Left	10.8 (B)	8.9 (A)	12.8 (B)	11.2 (B)	13.5 (B)	11.5 (B)

Intersection	Control	Movement	2022 Existing		2030 Total		2040 Total	
			AM	PM	AM	PM	AM	PM
			Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
8th Street & Midland Avenue (#11)		Overall	5.7 (A)	6.4 (A)	11.2 (B)	8.5 (A)	10.8 (B)	9.4 (A)
		Worst Approach	36.9 (D)	37.1 (D)	36.9 (D)	37.1 (D)	37.0 (D)	37.3 (D)
8th Street & Pitkin Avenue (#12)		Overall	11.2 (B)	11.4 (B)	19.7 (C)	22.5 (C)	22.9 (C)	22.3 (C)
		Northbound Approach	10.9 (B)	12.1 (B)	13.1 (B)	17.0 (C)	13.9 (B)	17.1 (C)
		Eastbound Approach	11.8 (B)	11.3 (B)	25.6 (D)	24.7 (C)	30.9 (D)	24.6 (C)
		Westbound Approach	10.4 (B)	10.6 (B)	14.1 (B)	23.7 (C)	15.3 (C)	23.4 (C)
8th Street & Colorado Avenue (#13)		Overall	10.7 (B)	10.0 (A)	18.2 (C)	19.6 (C)	21.1 (C)	18.8 (C)
		Northbound Approach	9.7 (A)	9.1 (A)	11.3 (B)	11.0 (B)	11.9 (B)	11.1 (B)
		Eastbound Approach	11.3 (B)	10.3 (B)	23.2 (C)	19.4 (C)	28.0 (D)	19.0 (C)
		Westbound Approach	10.7 (B)	10.3 (B)	15.4 (C)	23.0 (C)	17.2 (C)	21.8 (C)
		Southbound Approach	9.6 (A)	9.3 (A)	11.2 (B)	11.2 (B)	11.7 (B)	11.2 (B)
8th Street & Grand Avenue (SH-82) (#14)		Overall	14.4 (B)	31.0 (C)	20.6 (C)	47.3 (D)	22.3 (C)	51.7 (D)
		Worst Approach	47.4 (D)	125.9 (F)	58.9 (E)	199.6 (F)	66.0 (E)	220.2 (F)
9th Street & Colorado Avenue (#15)		Overall	8.3 (A)	7.9 (A)	8.4 (A)	8.0 (A)	8.7 (A)	8.0 (A)
		Northbound Approach	7.8 (A)	7.6 (A)	7.8 (A)	7.6 (A)	7.9 (A)	7.6 (A)
		Eastbound Approach	8.0 (A)	7.9 (A)	8.1 (A)	7.9 (A)	8.3 (A)	8.0 (A)
		Westbound Approach	8.2 (A)	7.7 (A)	8.3 (A)	7.8 (A)	8.5 (A)	7.9 (A)
		Southbound Approach	8.7 (A)	8.1 (A)	8.8 (A)	8.2 (A)	9.1 (A)	8.2 (A)
9th Street & Grand Avenue (SH-82) (#16)		Overall	10.6 (B)	20.9 (C)	10.8 (B)	22.5 (C)	11.7 (B)	24.9 (C)
		Worst Approach	44.3 (D)	89.2 (F)	44.2 (D)	91.7 (F)	44.2 (D)	95.8 (F)

As shown in **Table 8**, the intersections will operate acceptably through 2040 with the exception of the following intersections:

- US-6/I-70 WB Ramp & Mel Ray Road (#1)
- Riverine Road/I-70 EB Ramp & Midland Avenue (#2)
- Midland Avenue & Wulfsohn Road (West) (#4)
- Midland Avenue & W Meadows Drive (#5)
- Midland Avenue & Wulfsohn Road (East) (#10)
- 8th Street & Grand Avenue (SH-82) (#14)
- 9th Street & Grand Avenue (SH-82) (#16)

The following section provides further intersection recommendations to mitigate the short-term 2030 horizon and long-term 2040 horizon deficiencies.

US-6/I-70 WB Ramp & Mel Ray Road (#1)

Even though the overall roundabout operates with an acceptable level of service, the southbound approach experiences higher delays and a failing level of service. To mitigate the southbound approach, adding an additional lane for shared right turn/through movements would be needed. However, the north leg of the intersection will need to be widened to add the second southbound approach lane.

Riverine Road/I-70 EB Ramp & Midland Avenue (#2)

The overall roundabout operates at LOS F during the morning peak hour based on existing traffic volumes. With future traffic projections the overall intersection is anticipated to operate with higher delays. Therefore, two possible improvements include providing three lanes along the southwest side of the roundabout to accommodate a third eastbound left only lane from the I-70 eastbound offramp approach and adding a second southbound approach lane from under I-70. The third eastbound left turn lane will widen the southwest side of the roundabout to three lanes, but the outside lane would still be dropped to the southbound exit with two lanes circling the roundabout to tie into the existing two-lane northbound exit under I-70. The second southbound lane could be constructed near the base of the I-70 bridge to provide a short approach lane with a steeper embankment wall.

Devereux Road & Midland Avenue (#3)

The intersection movements are anticipated to operate with LOS E or better through 2040. However, the City has identified safety concerns for the westbound left turn movement with the limited sight distance and vehicles traveling at higher speeds along Midland Avenue. Therefore, an analysis was prepared to restrict the westbound left turn movement from this intersection with a three-quarter movement restriction. Drivers wishing to make a left turn at this intersection from Devereaux Road to Midland Avenue can re-route to the east or make a right turn and use the roundabout to U-turn and head southeastbound on Midland Avenue.

Midland Avenue & Wulfsohn Road (West) (#4)

The western intersection of Midland Avenue and Wulfsohn Road currently operates with stop control on the northbound and southbound minor approaches of Wulfsohn Road/Private Driveway. It is understood that the City has concerns with the high vehicle speeds along Midland Avenue through this intersection. Likewise, the safety of pedestrians crossing at the marked crosswalks is a core concern as it was noted that a pedestrian fatality occurred at this intersection. To address controlling vehicle speeds and the projected traffic volumes on the northbound approach, three scenarios were taken into consideration.

The south leg is projected to have more than 200 vehicles during the peak hour with the full buildout of the Glenwood Meadows development. Therefore, the intersection was evaluated to determine if the Manual on Uniform Traffic Control Devices (MUTCD) Four-Hour Vehicular Volume (Warrant 2) warrant would be met for signalization. The intersection of Midland Avenue and Wulfsohn Road (West) (#4) is expected to meet four-hour vehicular volume warrants for signalization with 2030 traffic volume projections. As such, it is recommended that the intersection of Midland Avenue and Wulfsohn Road (#4) be considered for signal control as additional development occurs within Glenwood Meadows. The analysis kept the same geometry with permissive-only left turn phasing on all four approaches and a cycle length of 90 seconds. Signalization will help decrease traffic speeds along Midland Avenue by making drivers aware of the potential to stop at the intersection and it will provide safe connectivity between the two Glenwood Meadows parcels on the north and south side of Midland Avenue with a signalized pedestrian crossing phase.

In addition, to address speed concerns and future traffic volumes, a roundabout configuration was also considered at this intersection. A roundabout intersection can operate acceptably with the

north and south minor legs having one single lane for shared movements, but the eastbound and westbound approaches would require two approach lanes. These second outside through lanes could taper to the existing single through lane beyond the roundabout, but this is likely not desired and will cause issues for east/west traffic through the roundabout. Therefore, roundabout control was not preferred.

The third option that was considered would be restricting movements on the minor approaches. This could include restricting to right-in/right-out or three-quarter movements on the northbound and southbound approaches. However, after further review, this would not prevent drivers from speeding along Midland Avenue and may actually have the opposite result. If movements are restricted, then the conflict of left turning vehicles is removed causing faster travel speeds along this roadway. In addition, the least intrusive restriction at the intersection would be the three-quarter movements. However, if that restriction were in place, 200 peak hour vehicles would be added to the full movement access at W Meadows, which already has a high northbound left turn volume. This would end up requiring dual northbound left turn lanes at the W Meadows and Midland Avenue intersection, which would also require two receiving lanes on Midland Avenue. Therefore, it is not recommended to consider restricting movements at this intersection. A traffic signal is believed to be the preferred configuration, which will move vehicles to desired destinations most efficiently while adding traffic calming and safety measures along Midland Avenue.

Midland Avenue & W Meadows Drive (#5)

The northbound approach currently operates with higher delays during the morning peak hour. It is recommended that the Midland Avenue and W Meadows Drive (#5) signal cycle length be increased from the existing 65 seconds during the morning peak hour and 70 seconds during the afternoon peak hour to 90 seconds for both peak hours. With this change, the intersection and the approaches operate acceptably.

Midland Avenue & Wulfsohn Road (East) (#10)

This eastern intersection of Midland Avenue and Wulfsohn Road currently operates with stop control on the 'northbound' approach of Wulfsohn Road. Separate northbound left and right turn lanes are provided; however, the northbound left movement operates with high delays. As shown from the existing traffic patterns, the northbound left movement is not being utilized with only eight (8) left turns during each peak hour. Therefore, restricting the intersection to three-quarter

movements with this northbound left turn restricted could be explored. Furthermore, the northbound right movement is recommended to be more clearly designated to fully operate as a “FREE” lane. To accomplish this, it is recommended that improved channelized striping or a raised median be provided designating the left edge for the right turning vehicles

8th Street & Grand Avenue (SH-82) (#14)

The intersection of 8th Street and Grand Avenue (SH-88) (#14) operates with split phasing on the eastbound and westbound approaches to accommodate pedestrian crossings. However, this control type decreases the green time available for the eastbound and westbound traffic. In addition, the eastbound traffic is anticipated to double with the expansion of Glenwood Meadows. Therefore, exploring dual eastbound left turn lanes and allowing dual entry on the eastbound and westbound approaches will minimize delays on the eastbound approach. To accommodate dual eastbound left turn lanes, the existing bulb outs and trips will need to be removed. However, with this improvement it is anticipated that some approaches may still operate with failing LOS. This is mainly due to the heavy northbound and southbound traffic being over capacity and the green time being allotted to the major roadway. Further, this analysis illustrates the need for the South Bridge to be completed for additional regional roadway connections between the east and west side of Roaring Fork River.

9th Street & Grand Avenue (SH-82) (#16)

As mentioned at the 8th Street/Grand Avenue (SH-88) (#14) intersection, the northbound and southbound through volumes at the 9th Street/Grand Avenue (SH-82) (#16) intersection is also over capacity and is approaching the need for three through lanes. A reversible lane could be explored with the volumes being directional and the bridge only providing four-lanes. A reversible lane or other regional connections study (Cottonwood Pass for example) may be beneficial. As stated previously, the South Bridge will provide an additional regional roadway connection if the project is completed.

The level of service results for these recommendations are shown below in **Table 9**.

Table 11 – Future Recommendation Level of Service Results

Intersection	Control	Movement	Improvement Description	2030 Total		2040 Total	
				AM	PM	AM	PM
				Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Highway 6/I-70WB Ramps & Mel Ray Road (#1)		Overall	Add second SB approach lane for shared right/through	16.3 (C)	21.9 (C)	20.0 (C)	28.2 (D)
		Worst Approach		27.3 (D)	36.1 (E)	38.8 (E)	52.8 (F)
Riverine Rd/I-70 EB Ramp & Midland Avenue (#2)		Overall	Add third EB approach lane for EBL and a second SB approach for shared through/right	32.6 (D)	13.0 (B)	44.3 (E)	15.2 (C)
		Worst Approach		59.7 (F)	17.2 (C)	84.9 (F)	20.9 (C)
Devereux Road & Midland Avenue (#3)		Westbound Right	Convert to a three-quarter access	12.7 B	29.6 D	12.8 B	32.3 D
		Southbound Left		9.1 A	12.2 B	9.1 A	12.5 B
Midland Avenue & Wulfsohn Road (#4)		Overall	Signalized with 90 sec cycle length	17.5 (B)	19.7 (B)	17.5 (B)	20.3 (C)
		Worst Approach		40.6 (D)	38.3 (D)	42.6 (D)	39.8 (D)
		Overall	Roundabout with two lane EB/WB approach and one lane NB/SB approach	10.9 (B)	8.8 (A)	10.9 (B)	8.9 (A)
		Worst Approach		30.2 (D)	16.9 (C)	30.5 (D)	17.2 (C)
Midland Avenue & W Meadows Drive (#5)		Overall	Increase cycle length from the observed 65sec/75sec to 90 sec	20.5 (C)	15.3 (B)	20.8 (C)	17.6 (B)
		Worst Approach		28.7 (C)	17.8 (B)	29.1 (C)	19.8 (B)
Midland Avenue & Wulfsohn Road (#10)		Northbound Right	Convert to a three-quarter access	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
		Westbound Left		12.8 (B)	11.2 (B)	13.5 (B)	11.5 (B)
8th Street & Grand Avenue (SH-82) (#14)		Overall	Dual EBL turn lanes and convert minor approach split phasing to dual entry	18.8 (B)	32.7 (C)	20.1 (C)	35.0 (D)
		Worst Approach		58.9 (E)	118.2 (F)	65.0 (E)	102.3 (F)

5.3 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths with the recommended improvements. Results are shown in the following **Table 10** with calculations

provided within the level of service operational sheets of **Appendix C** for unsignalized intersections and **Appendix D** for signalized intersections.

Table 12 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2030 Calculated Queue (feet)	2030 Recommended Length (feet)	2040 Calculated Queue (feet)	2040 Recommended Length (feet)
Devereaux & Midland (#3) Southbound Left	100'	25'	100'	25'	100'
Midland Ave & Wulfsohn Rd W (#4) Eastbound Left Eastbound Right Westbound Left Southbound Right	100' 25' 100' 75'	41' 88' 12' 30'	100' 150' 100' 75'	48' 84' 15' 32'	100' 150' 100' 75'
Midland Ave & W Meadows (#5) Eastbound Right Westbound Left Northbound Left Northbound Right	150' 200' C 100'	33' 39' 172' 38'	150' 200' C 100'	35' 41' 191' 41'	150' 200' C 100'
Midland Ave & E Meadows (#8) Westbound Left	250'	25'	250'	50'	250'
Wulfsohn Rd & E Meadows (#9) Northbound Left	50'	25'	50'	25'	50'
Midland Ave & Wulfsohn Rd (#10) Northbound Left Westbound Left	275' 250'	Remove 50'	Remove 250'	Remove 50'	Remove 250'
8th St & Midland Ave (#11) Westbound Left Westbound Right Northbound Right Southbound Left	125' C 125' 125'	63' 0' 26' 279'	125' C 125' 300'	67' 0' 27' 310'	125' C 125' 300'
8th St & Grand Ave (#14) Eastbound Left Westbound Left Northbound Left Southbound Left	75' 75' 175' 100'	168' DL 46' 74' 79'	75' DL 75' 175' 100'	207' DL 50' 78' 134'	75' DL 75' 175' 150'
9th St & Grand Ave (#16) Eastbound Left Westbound Left Northbound Left Southbound Left	50' 75' 150' 125'	96' 57' 39' 18'	100' 75' 150' 125'	106' 63' 42' 20'	100' 75' 150' 125'

DNE = Does Not Exist; C = Continuous; **Red** Text = Storage Deficiency; **Blue** Text = Recommendation

If the intersection of Midland Avenue and Wulfsohn Road (#4) is signalized, the existing 25-foot eastbound right turn lane should be extended to provide 150 feet of storage.

It is recommended that the southbound left turn lane at the 8th Street and Midland Avenue (#11) intersection be extended from 125 feet to 300 feet of length.

The eastbound left turn vehicle queues at the intersection of 8th Street and Grand Avenue (#14) currently exceed the provided storage. It is recommended that dual eastbound left turn lanes operating with protected only left turn phasing be provided at this intersection. Due to existing geometric constraints, the dual left turn lanes would require removal of on-street parking near the intersection and likely some landscaping and the bulb outs. Also, these dual lefts are believed to only be able to provide 75 feet of storage prior to the existing alley intersection along 8th Street to the west of Grand Avenue (SH-82). By 2040, the southbound left turn lane may need to be extended to 150 feet by providing a shorter taper length of 50 feet.

At the 9th Street and Grand Avenue (SH-82) (#16) intersection, the existing 50-foot eastbound left turn lane is recommended to be restriped to provide 100 feet of length.

5.4 Signal Warrant Evaluation

The intersections of Devereux Road/Midland Avenue (#3) and Midland Avenue/Wulfsohn Road (West) (#4) were evaluated to determine if the Manual on Uniform Traffic Control Devices (MUTCD) Four-Hour Vehicular Volume (Warrant 2) warrant would be met for signalization. The intersection of Devereux Road and Midland Avenue (#3) is not anticipated to meet four-hour signal warrants with future 2030 and 2040 traffic volume projections. However, as mentioned in the previous section, the intersection of Midland Avenue and Wulfsohn Road (West) (#4) is expected to meet four-hour vehicular volume warrants for signalization with 2030 traffic volume projections. As such, it is recommended that the intersection of Midland Avenue and Wulfsohn Road (West) (#4) be considered for signal control as additional development occurs within Glenwood Meadows. Signal warrant figures for these two intersections are included in **Appendix E**.

5.5 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 14**.

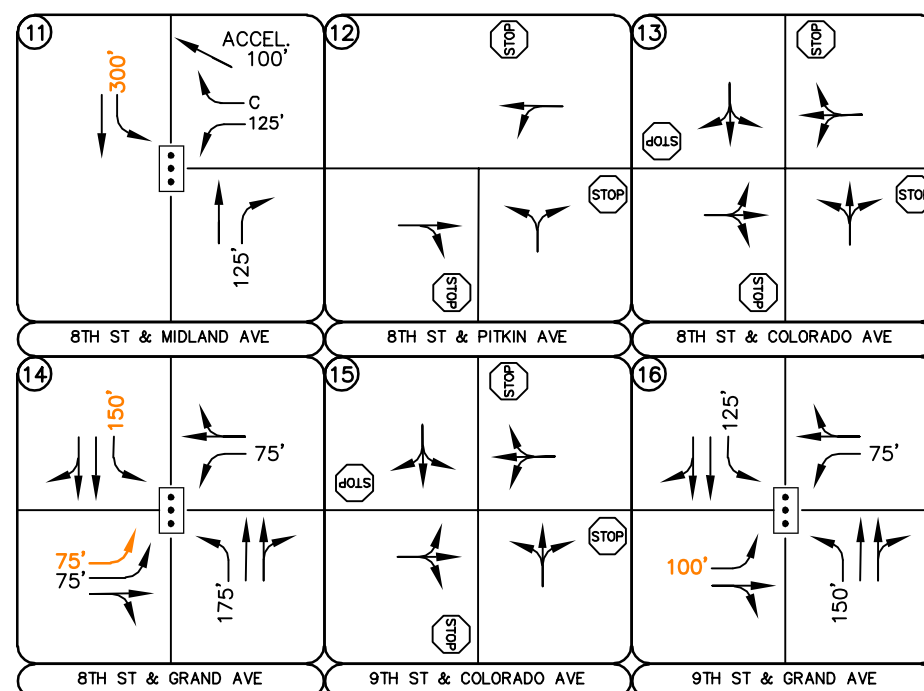
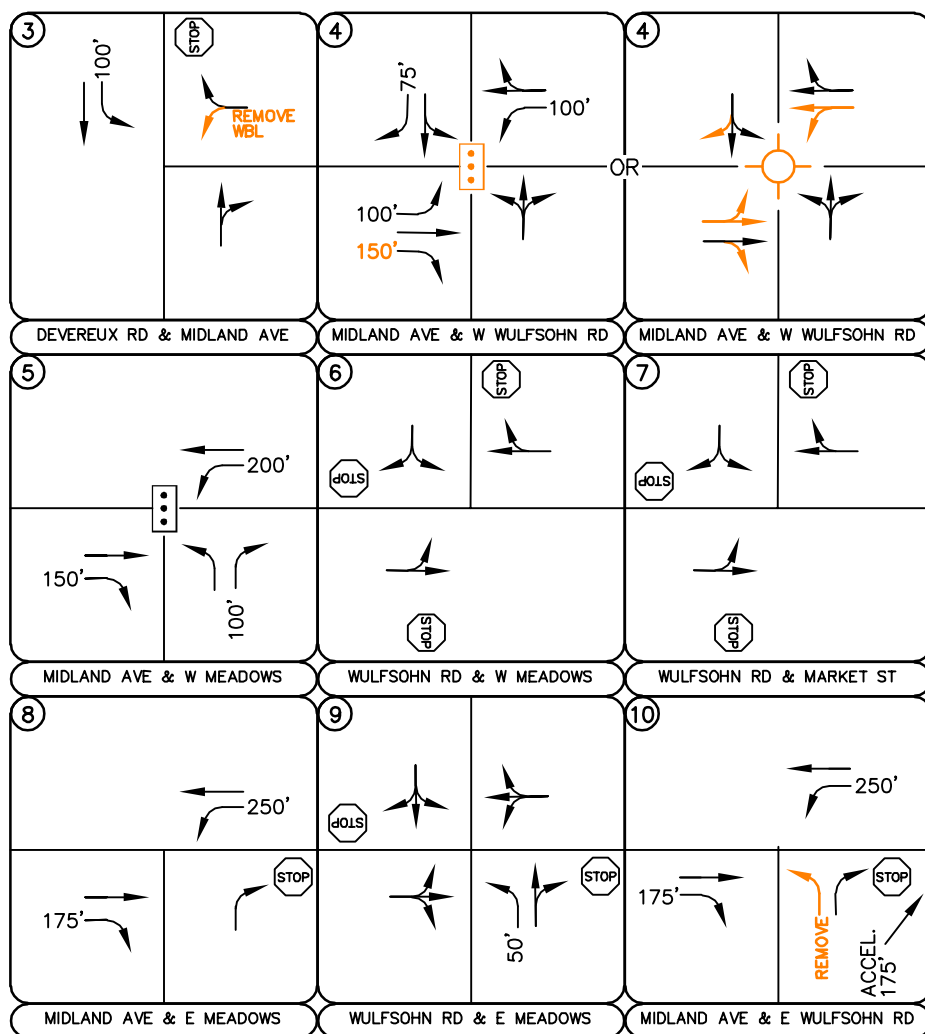
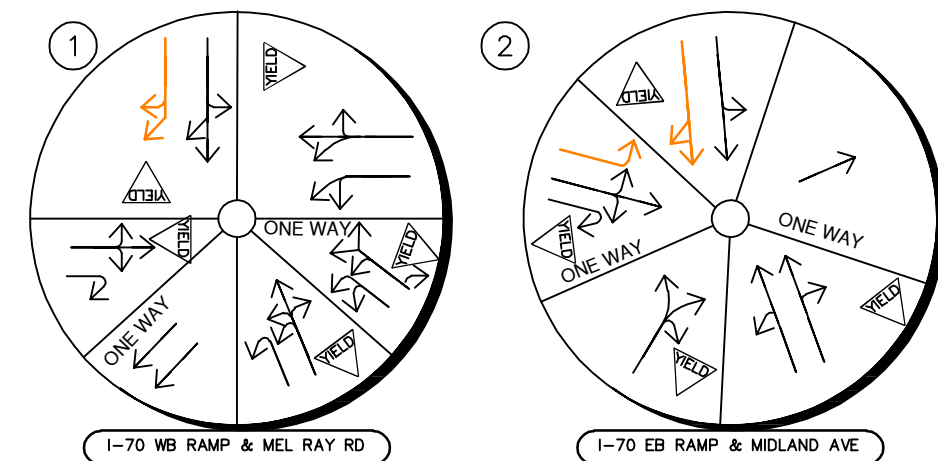


FIGURE 14
GLENWOOD MEADOWS
MASTER TRAFFIC STUDY
GLENWOOD SPRINGS, CO
RECOMMENDED LANE CONFIGURATIONS AND CONTROL



6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn has identified future roadway and intersection improvement recommendations based on remaining development of Glenwood Meadows and the associated traffic projections. Analysis of the street network and expected traffic volumes resulted in the recommended improvements summarized in the following **Table 11** with additional discussion provided following. **Table 11** also provides the peak hour volume threshold warrants for the intersection recommended improvements.

Table 13 – Summary of Improvements

Intersection	Improvements	Threshold Needs
Highway 6/I-70 WB Ramps & Mel Ray Road (#1)	Add second SB approach lane for shared right/through movements	SB PM Peak: = 255 vph
I-70 EB Ramps/Riverine Road & Midland Avenue (#2)	- Add third EB approach lane for EBL movement - Add second SB approach for shared through/right movements	Needed Now
Devereux Road & Midland Avenue (#3)	Restrict to three-quarter turning movements (prohibit Devereux Road westbound left turn)	Needed Now
Midland Avenue & W Wulfsohn Road (#4)	Signalized and Extend EB RTL from 25 feet to 150 feet	NB AM/PM Peak: = 90 vph
Midland Avenue & W Meadows Drive (#5)	Increase observed cycle length to 90 second for both peak hours	Needed Now
Wulfsohn Road & W Meadows Drive (#6)	No improvements found to be needed or recommended	-
Wulfsohn Road & Market Street (#7)	No improvements found to be needed or recommended	-
Midland Avenue & E Meadows Drive (#8)	No improvements found to be needed or recommended	-
Wulfsohn Road & E Meadows Drive (#9)	No improvements found to be needed or recommended	-
Midland Avenue & E Wulfsohn Road (#10)	Restrict to three-quarter turning movements (prohibit Wulfsohn Road northeastbound left turn)	WBL PM Peak: = 300 vph
8th Street & Midland Avenue (#11)	Extend southbound left turn lane from 125 feet to 300 feet	SBL AM Peak: = 500 vph
8th Street & Pitkin Avenue (#12)	No improvements found to be needed or recommended	-
8th Street & Colorado Avenue (#13)	No improvements found to be needed or recommended	-
8th Street & Grand Avenue (SH-82) (#14)	- Extend southbound left turn lane from 100 feet to 150 feet - Provide dual eastbound left turn lanes - Grand Avenue (SH-82) further study recommended	Needed Now
9th Street & Colorado Avenue (#15)	No improvements found to be needed or recommended	-
9th Street & Grand Avenue (SH-82) (#16)	- Extend eastbound left turn lane from 50 feet to 100 feet - Grand Avenue (SH-82) further study recommended	Needed Now

- At the Highway 6/I-70 Westbound Ramp and Mel Ray Road (#1) intersection, it is recommended add an additional southbound lane for shared right/through movements would be needed. However, the north leg of the intersection will need to be widened to add the second southbound lane.
- Two improvements could be explored at the I-70 Eastbound Ramp/Riverine Road and Midland Avenue (#2) intersection to decrease the vehicle delay at the roundabout. These include, providing three lanes along the southwest side of the roundabout to accommodate a third eastbound left only lane from the I-70 eastbound offramp approach and adding a second southbound approach lane from under I-70. The third eastbound left turn lane will widen the southwest side of the roundabout to three lanes, but the outside lane would still be dropped to the southbound exit with two lanes circling the roundabout to tie into the existing two-lane northbound exit under I-70. The second southbound lane could be constructed near the base of the I-70 bridge to provide a short approach lane with a steeper embankment wall.
- It is recommended to convert Devereux Road and Midland Avenue (#3) to three-quarter movements which would restrict the westbound Devereux Road left turn movements. Drivers can reroute by traveling Devereux Road to the east or make a right turn onto Midland Avenue and use the I-70 Eastbound Ramp roundabout to U-turn and head southbound along Midland Avenue.
- The unsignalized intersection of Midland Avenue and Wulfsohn Road (West) (#4) is expected to meet the MUTCD Four-Hour Volume traffic signal warrant with the morning and afternoon peak period volumes in 2030. Therefore, it is recommended that this intersection provide signal control. The eastbound right turn lane is recommended to be lengthen to 150 feet.
- It is recommended that the Midland Avenue and W Meadows Drive (#5) signal cycle length be increased from the existing 65 seconds during the morning peak hour and 70 seconds during the afternoon peak hour to 90 seconds for both peak hours.
- It is recommended that the existing free northbound right turn movement at the eastern intersection of Midland Avenue and Wulfsohn Road (#10) be more clearly designated to fully operate as a “FREE” lane. To accomplish this, it is recommended that improved channelized

striping or a raised median be provided designating the left edge for the right turning vehicles. It is also recommended to convert this intersection to three-quarter movements which would restrict the northeastbound Wulfsohn Road left turn movements. Drivers can reroute to the signalized intersections of Midland Avenue with proposed Wulfsohn Road (#4) or existing W Meadows Drive (#5) to perform northbound left turn movements.

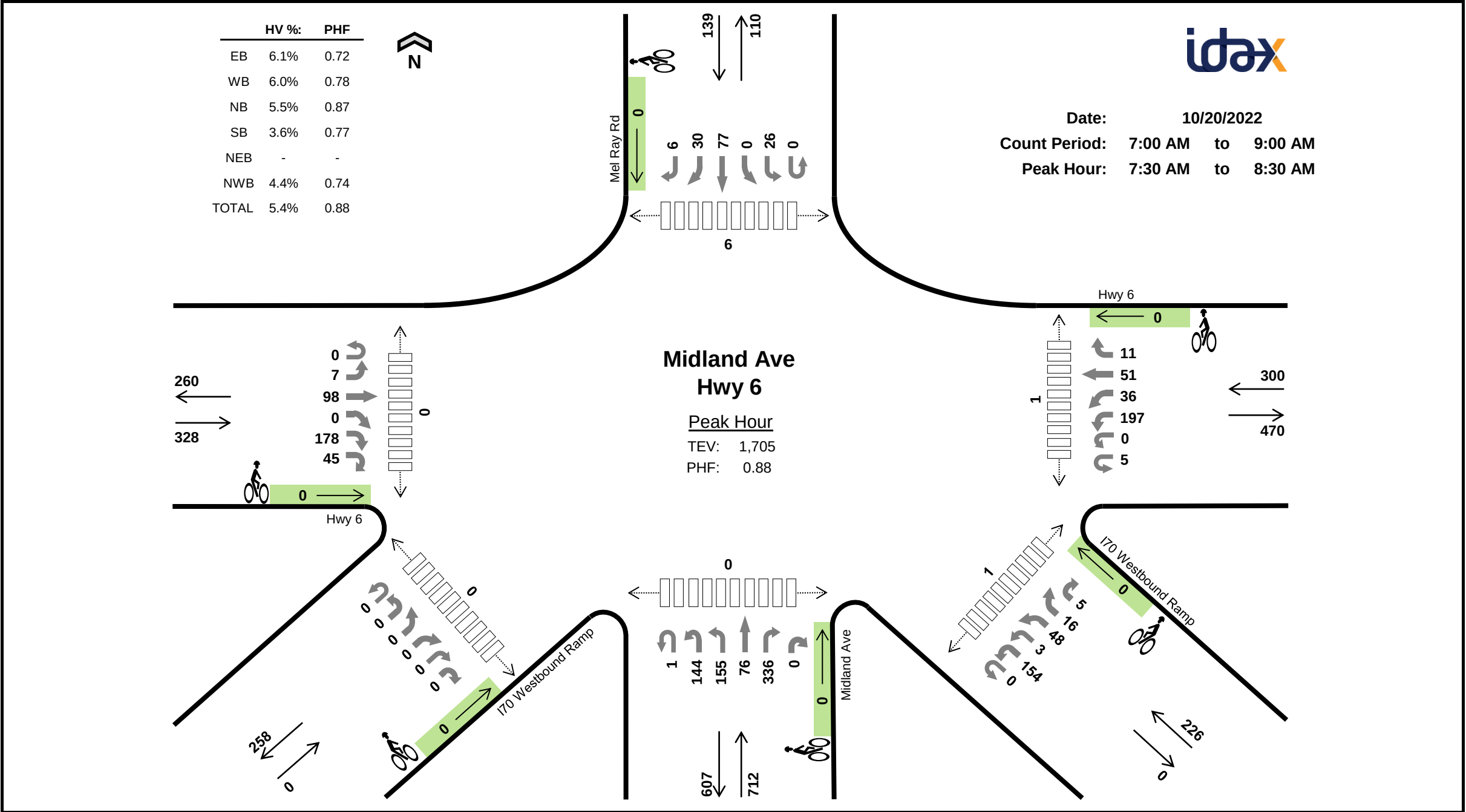
- At the 8th Street and Midland Avenue (#11) intersection, it is recommended that the existing 125-foot southbound left turn lane be extended to 300 feet. This will require roadway widening along the southwest side of Midland Avenue to provide further distance of separation of the southbound left turn and through lanes.
- Eastbound dual left turn lanes operating with protected-only left turn phasing could be considered at the signalized intersection of 8th Street and Grand Avenue (SH-82) (#14). Due to existing geometric constraints, the dual left turn lanes would require removal of on-street parking near the intersection and likely some landscaping. Also, these dual lefts are believed to only be able to provide 75 feet of storage prior to the existing alley intersection along 8th Street to the west of Grand Avenue (SH-82).
- At the 9th Street and Grand Avenue (SH-82) (#16) intersection, the existing 50-foot eastbound left turn lane is recommended to be restriped to provide 100 feet of length.
- The existing through volumes along Grand Avenue (SH-82) may be nearing capacity and approaching the need for three through lanes in the future. A reversible lane could be explored with the volumes being directional and due to the bridge only providing four-lanes. Also, the possible South Bridge will provide an additional regional roadway connection across the Roaring Fork River if the project is completed. Likewise, alternate regional roadway connections including Cottonwood Pass improvements may be beneficial to the intersections along Grand Avenue (SH-82) within Glenwood Springs.

APPENDICES

APPENDIX A

Intersection Count Sheets

Future Traffic Projections



Two-Hour Count Summaries

Interval Start		Hwy 6						Hwy 6						Midland Ave						Mel Ray Rd						I70 Westbound Ramp						I70 Westbound Ramp						15-min Total	Rolling One Hour		
		Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound									
		UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	HR	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	HR	UT	HL	LT	BL	BR	HR	UT	HL	LT	BL	BR	HR		
7:00 AM		0	2	12	0	16	4	2	0	19	4	4	0	0	17	23	9	44	0	0	5	0	19	8	1	0	0	0	0	0	0	0	0	0	4	0	0	0	1	194	0
7:15 AM		0	1	16	0	25	4	0	0	20	6	5	2	0	18	20	12	41	0	0	4	0	11	4	2	0	0	0	0	0	0	0	0	8	0	3	2	0	204	0	
7:30 AM		0	1	17	0	25	7	1	0	41	12	12	1	1	30	29	9	85	0	0	5	0	22	12	0	0	0	0	0	0	0	0	61	2	9	4	0	386	0		
7:45 AM		0	1	24	0	41	5	0	0	68	6	16	6	0	35	42	33	94	0	0	6	0	29	6	4	0	0	0	0	0	0	0	30	0	16	3	1	466	1,250		
8:00 AM		0	2	27	0	74	11	2	0	57	6	12	2	0	38	42	24	89	0	0	9	0	15	7	0	0	0	0	0	0	0	0	50	1	8	5	2	483	1,539		
8:15 AM		0	3	30	0	38	22	2	0	31	12	11	2	0	41	42	10	68	0	0	6	0	11	5	2	0	0	0	0	0	0	0	13	0	15	4	2	370	1,705		
8:30 AM		1	0	24	0	35	12	1	0	22	7	14	0	0	29	30	19	55	0	0	5	0	15	6	1	0	0	0	0	0	0	0	10	0	10	5	0	301	1,620		
8:45 AM		0	1	16	0	19	9	1	0	10	4	17	3	1	27	27	11	33	0	0	4	0	18	4	2	0	0	0	0	0	0	0	8	0	8	6	0	229	1,383		
Count Total		1	11	166	0	273	74	9	0	268	57	91	16	2	235	255	127	509	0	0	44	0	140	52	12	0	0	0	0	0	0	0	184	3	69	29	6	2,633	0		
Peak Hour	All	0	7	98	0	178	45	5	0	197	36	51	11	1	144	155	76	336	0	0	26	0	77	30	6	0	0	0	0	0	0	0	154	3	48	16	5	1,705	0		
	HV	0	0	5	0	8	7	1	0	7	5	5	0	0	11	9	2	17	0	0	1	0	3	1	0	0	0	0	0	0	0	0	3	1	2	4	0	92	0		
	HV%	-	0%	5%	-	4%	16%	20%	-	4%	14%	10%	0%	0%	0%	8%	6%	3%	5%	-	-	4%	-	4%	3%	0%	-	-	-	-	-	-	2%	33%	4%	25%	0%	5%	0		

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

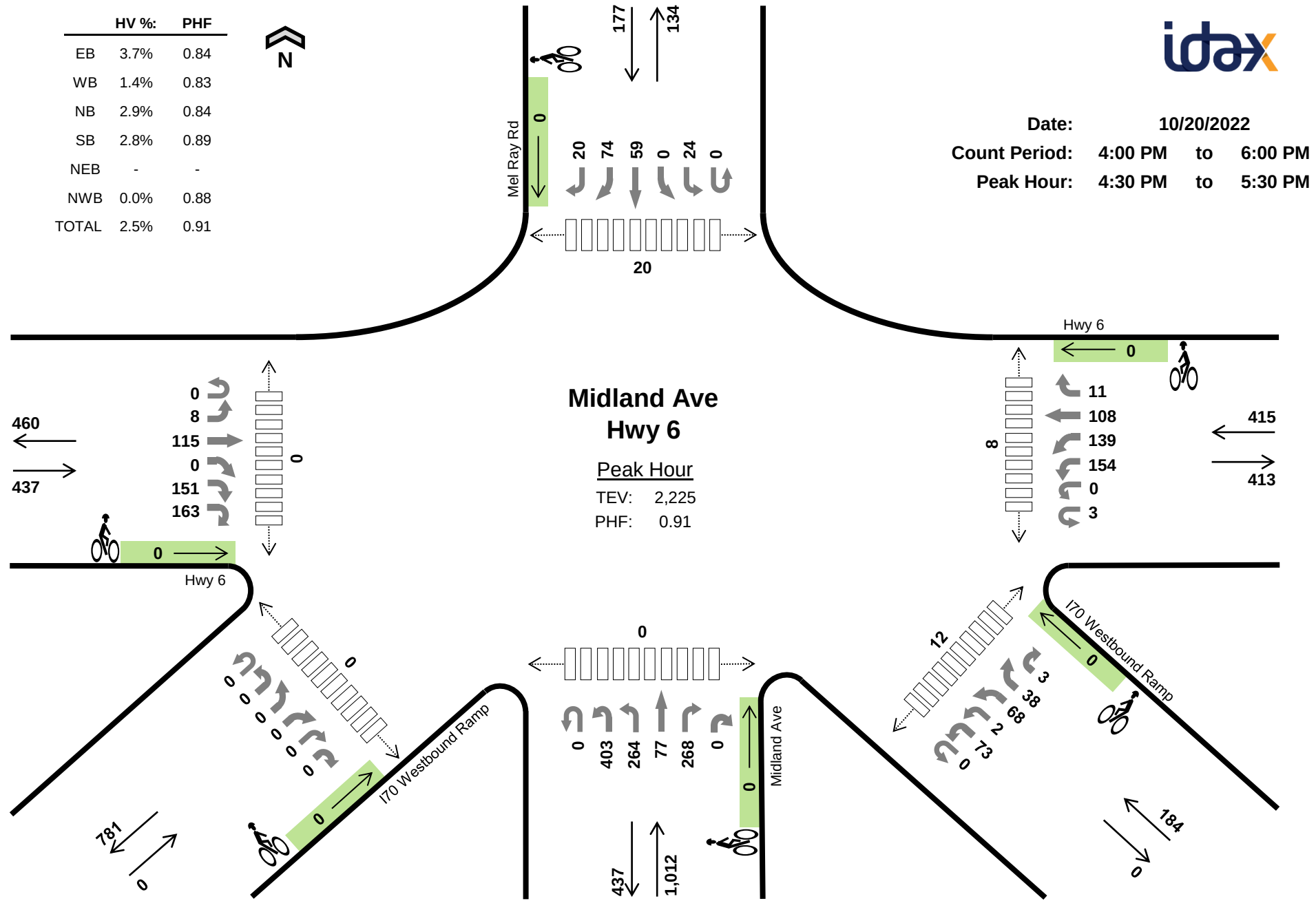
Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
7:00 AM	1	2	5	1	0	0	9	0	0	0	0	0	0	0	0	0	2	0	2	0	4
7:15 AM	4	2	5	1	0	0	12	0	0	0	0	0	0	0	0	0	1	0	2	0	3
7:30 AM	5	3	11	1	0	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	5	4	9	2	0	0	20	0	0	0	0	0	0	0	1	0	4	0	1	0	6
8:00 AM	3	2	10	2	0	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	7	9	9	0	0	5	30	0	0	0	0	0	0	0	0	0	2	0	0	0	2
8:30 AM	7	2	7	1	0	0	17	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	3	1	17	2	0	0	23	0	0	0	0	0	0	0	1	0	1	0	3	0	5
Count Total	35	25	73	10	0	10	153	0	0	0	0	0	0	0	2	0	11	0	8	0	21
Peak Hr	20	18	39	5	0	10	92	0	0	0	0	0	0	0	1	0	6	0	1	0	8

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Hwy 6						Hwy 6						Midland Ave						Mel Ray Rd						170 Westbound Ramp						170 Westbound Ramp						15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound							
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	1	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	
7:15 AM	0	0	2	0	0	2	0	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	12	0		
7:30 AM	0	0	1	0	3	1	0	0	2	0	1	0	0	5	1	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	22	0		
7:45 AM	0	0	2	0	2	1	0	0	2	0	2	0	0	2	4	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20	63		
8:00 AM	0	0	0	0	1	2	0	0	2	0	0	0	0	2	0	1	7	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	20	74		
8:15 AM	0	0	2	0	2	3	1	0	1	5	2	0	0	2	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	30	92
8:30 AM	0	0	1	0	5	1	0	0	2	0	0	0	0	1	2	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	87	
8:45 AM	0	0	1	0	2	0	0	0	0	0	1	0	0	8	5	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23	90		
Count Total	0	0	9	0	16	10	1	0	13	5	6	0	0	24	21	5	23	0	0	1	0	6	2	1	0	0	0	0	0	0	0	3	1	2	4	0	153	0
Peak Hour	0	0	5	0	8	7	1	0	7	5	5	0	0	11	9	2	17	0	0	1	0	3	1	0	0	0	0	0	0	0	3	1	2	4	0	92	0	

Two-Hour Count Summaries - Bikes

[illegible]



Two-Hour Count Summaries

Interval Start	Hwy 6						Hwy 6						Midland Ave						Mel Ray Rd						I70 Westbound Ramp						I70 Westbound Ramp						15-min Total	Rolling One Hour	
	Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound								
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	BR	HR	UT	HL	LT	BL	BR	HR			
4:00 PM	0	2	20	0	31	31	0	0	32	25	20	3	0	82	44	23	64	0	0	7	0	20	11	4	0	0	0	0	0	0	0	0	15	0	16	6	1	457	0
4:15 PM	0	1	14	0	27	24	1	0	28	20	21	8	0	78	56	27	54	0	0	5	0	14	17	2	0	0	0	0	0	0	0	20	1	13	18	3	452	0	
4:30 PM	0	3	26	0	38	34	1	0	25	24	31	3	0	88	69	21	60	0	0	6	0	16	17	6	0	0	0	0	0	0	0	18	0	18	7	1	512	0	
4:45 PM	0	0	26	0	29	37	1	0	48	21	35	3	0	100	55	13	66	0	0	7	0	16	16	3	0	0	0	0	0	0	0	15	1	20	14	2	528	1,949	
5:00 PM	0	2	40	0	38	50	0	0	43	53	26	3	0	107	53	17	63	0	0	6	0	15	15	4	0	0	0	0	0	0	0	18	0	14	7	0	574	2,066	
5:15 PM	0	3	23	0	46	42	1	0	38	41	16	2	0	108	87	26	79	0	0	5	0	12	26	7	0	0	0	0	0	0	0	22	1	16	10	0	611	2,225	
5:30 PM	0	3	24	0	41	43	0	0	27	45	15	9	0	98	60	18	54	0	1	2	0	11	14	4	0	0	0	0	0	0	0	15	0	10	8	1	503	2,216	
5:45 PM	0	1	17	0	33	38	1	0	28	42	39	6	0	92	51	12	69	0	0	12	0	8	18	2	0	0	0	0	0	0	0	10	1	10	12	1	503	2,191	
Count Total	0	15	190	0	283	299	5	0	269	271	203	37	0	753	475	157	509	0	1	50	0	112	134	32	0	0	0	0	0	0	0	133	4	117	82	9	4,140	0	
Peak Hour	All	0	8	115	0	151	163	3	0	154	139	108	11	0	403	264	77	268	0	0	24	0	59	74	20	0	0	0	0	0	0	73	2	68	38	3	2,225	0	
	HV	0	1	5	0	8	2	0	0	1	2	3	0	0	12	9	5	3	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	56	0	
	HV%	-	13%	4%	-	5%	1%	0%	-	1%	1%	3%	0%	-	3%	3%	6%	1%	-	-	8%	-	3%	1%	0%	-	-	-	-	-	-	0%	0%	0%	0%	0%	3%	0	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
4:00 PM	3	2	5	2	0	1	13	0	0	0	0	0	0	0	0	0	3	0	1	0	4
4:15 PM	3	4	9	1	0	2	19	0	0	0	0	0	0	0	0	0	2	0	1	0	3
4:30 PM	7	2	8	1	0	0	18	0	0	0	0	0	0	0	5	0	11	0	5	0	21
4:45 PM	3	2	7	1	0	0	13	0	0	0	0	0	0	0	2	0	3	0	4	0	9
5:00 PM	2	1	8	1	0	0	12	0	0	0	0	0	0	0	0	0	4	0	2	0	6
5:15 PM	4	1	6	2	0	0	13	0	0	0	0	0	0	0	1	0	2	0	1	0	4
5:30 PM	1	0	3	0	0	1	5	0	0	0	0	0	0	0	1	0	1	0	1	0	3
5:45 PM	3	2	3	0	0	3	11	0	0	0	0	0	0	0	4	0	4	0	1	0	9
Count Total	26	14	49	8	0	7	104	0	0	0	0	0	0	0	13	0	30	0	16	0	59
Peak Hr	16	6	29	5	0	0	56	0	0	0	0	0	0	0	8	0	20	0	12	0	40

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Hwy 6 Eastbound						Hwy 6 Westbound						Midland Ave Northbound						Mel Ray Rd Southbound						I70 Westbound Ramp Northeastbound						I70 Westbound Ramp Northwestbound						15-min Total	Rolling One Hour
	Hwy 6 Eastbound						Hwy 6 Westbound						Midland Ave Northbound						Mel Ray Rd Southbound						I70 Westbound Ramp Northeastbound						I70 Westbound Ramp Northwestbound							
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
4:00 PM	0	0	2	0	0	1	0	0	0	1	1	0	0	3	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	13	0
4:15 PM	0	0	0	0	2	1	0	0	0	1	1	2	0	2	4	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	19	0
4:30 PM	0	1	3	0	3	0	0	0	1	1	0	0	0	3	1	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0
4:45 PM	0	0	0	0	2	1	0	0	0	0	2	0	0	2	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	63
5:00 PM	0	0	1	0	1	0	0	0	0	1	0	0	0	5	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	62
5:15 PM	0	0	1	0	2	1	0	0	0	0	1	0	0	2	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	56
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	43
5:45 PM	0	0	0	0	3	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	11	41
Count Total	0	1	8	0	13	4	0	0	1	4	7	2	0	17	17	6	9	0	0	3	0	2	3	0	0	0	0	0	0	0	0	3	0	3	1	0	104	0
Peak Hour	0	1	5	0	8	2	0	0	1	2	3	0	0	12	9	5	3	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0

Two-Hour Count Summaries - Bikes

[illegible]

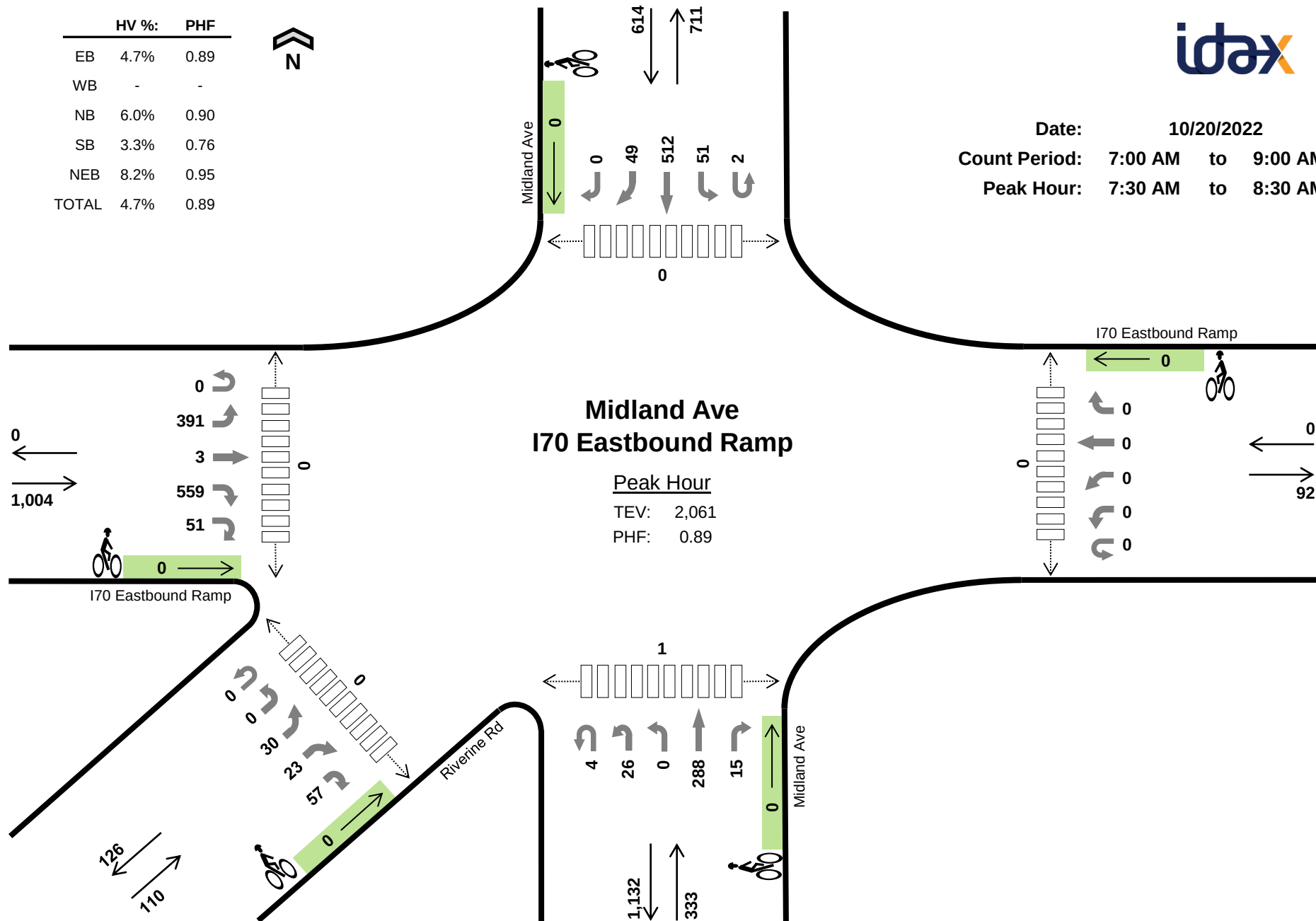


Date: 10/20/2022

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM

	HV %:	PHF
EB	4.7%	0.89
WB	-	-
NB	6.0%	0.90
SB	3.3%	0.76
NEB	8.2%	0.95
TOTAL	4.7%	0.89



Two-Hour Count Summaries

Interval Start		I70 Eastbound Ramp					I70 Eastbound Ramp					Midland Ave					Midland Ave					Riverine Rd					15-min Total	Rolling One Hour
		Eastbound					Westbound					Northbound					Southbound					Northeastbound						
		UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM		0	57	0	89	8	0	0	0	0	0	0	5	0	31	3	0	19	31	11	0	0	0	5	9	8	276	0
7:15 AM		0	59	0	127	21	0	0	0	0	0	0	3	0	28	2	0	17	38	8	0	0	0	6	9	15	333	0
7:30 AM		0	96	0	137	14	0	0	0	0	0	1	4	0	53	4	0	9	133	6	0	0	0	5	10	13	485	0
7:45 AM		0	117	0	150	16	0	0	0	0	0	1	8	0	77	6	0	7	156	13	0	0	0	9	6	11	577	1,671
8:00 AM		0	102	1	119	10	0	0	0	0	0	2	5	0	82	2	0	25	163	15	0	0	0	9	2	18	555	1,950
8:15 AM		0	76	2	153	11	0	0	0	0	0	0	9	0	76	3	2	10	60	15	0	0	0	7	5	15	444	2,061
8:30 AM		0	57	1	127	16	0	0	0	0	0	0	13	0	67	3	0	15	57	9	0	0	0	10	3	13	391	1,967
8:45 AM		0	39	2	76	13	0	0	0	0	0	1	6	0	56	3	0	6	37	7	0	0	0	4	12	10	272	1,662
Count Total		0	603	6	978	109	0	0	0	0	0	5	53	0	470	26	2	108	675	84	0	0	0	55	56	103	3,333	0
Peak Hour	All	0	391	3	559	51	0	0	0	0	0	4	26	0	288	15	2	51	512	49	0	0	0	30	23	57	2,061	0
	HV	0	19	1	22	5	0	0	0	0	0	0	2	0	16	2	0	1	17	2	0	0	0	4	3	2	96	0
	HV%	-	5%	33%	4%	10%	-	-	-	-	-	0%	8%	-	6%	13%	0%	2%	3%	4%	-	-	-	13%	13%	4%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
7:00 AM	9	0	3	3	2	17	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7	0	5	2	2	16	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	12	0	6	6	2	26	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	10	0	5	5	1	21	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	13	0	4	6	3	26	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	12	0	5	3	3	23	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	11	0	4	6	1	22	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	6	0	14	4	1	25	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	80	0	46	35	15	176	0	0	0	0	0	0	0	1	0	1	0	2
Peak Hr	47	0	20	20	9	96	0	0	0	0	0	0	0	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	I70 Eastbound Ramp					I70 Eastbound Ramp					Midland Ave					Midland Ave					Riverine Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	3	0	5	1	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	2	0	17	0
7:15 AM	0	1	0	4	2	0	0	0	0	0	0	1	0	4	0	0	0	2	0	0	0	0	0	1	0	16	0
7:30 AM	0	5	0	6	1	0	0	0	0	0	0	0	0	5	1	0	1	5	0	0	0	0	1	1	0	26	0
7:45 AM	0	5	0	5	0	0	0	0	0	0	0	2	0	3	0	0	0	4	1	0	0	0	1	0	0	21	80
8:00 AM	0	5	0	4	4	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	0	0	1	0	2	26	89
8:15 AM	0	4	1	7	0	0	0	0	0	0	0	0	0	4	1	0	0	2	1	0	0	0	1	2	0	23	96
8:30 AM	0	2	0	9	0	0	0	0	0	0	0	0	0	4	0	0	1	5	0	0	0	0	1	0	0	22	92
8:45 AM	0	4	0	2	0	0	0	0	0	0	0	1	0	12	1	0	1	3	0	0	0	0	1	0	0	25	96
Count Total	0	29	1	42	8	0	0	0	0	0	0	4	0	38	4	0	3	30	2	0	0	0	7	5	3	176	0
Peak Hour	0	19	1	22	5	0	0	0	0	0	0	2	0	16	2	0	1	17	2	0	0	0	4	3	2	96	0

Two-Hour Count Summaries - Bikes

Interval Start	I70 Eastbound Ramp					I70 Eastbound Ramp					Midland Ave					Midland Ave					Riverine Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries

Interval Start		I70 Eastbound Ramp					I70 Eastbound Ramp					Midland Ave					Midland Ave					Riverine Rd					15-min Total	Rolling One Hour
		Eastbound					Westbound					Northbound					Southbound					Northeastbound						
		UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	4:00 PM	0	22	1	35	8	0	0	0	0	0	0	17	0	168	12	0	21	60	19	0	0	0	23	7	6	399	0
	4:15 PM	0	42	2	23	8	0	0	0	0	0	0	15	0	148	6	0	13	61	16	0	0	0	25	8	17	384	0
	4:30 PM	0	33	0	48	12	0	0	0	0	0	1	10	0	189	7	0	16	65	18	0	0	0	17	9	16	441	0
	4:45 PM	0	33	1	38	5	0	0	0	0	0	0	14	0	183	8	0	22	70	18	0	0	0	22	7	15	436	1,660
	5:00 PM	0	31	0	37	3	0	0	0	0	0	1	19	0	194	13	0	25	71	12	0	0	0	14	15	12	447	1,708
	5:15 PM	0	37	0	51	11	0	0	0	0	0	0	14	0	242	9	0	18	72	28	0	0	0	20	12	10	524	1,848
	5:30 PM	0	21	0	34	9	0	0	0	0	0	2	10	0	190	7	0	11	69	13	0	0	0	17	10	7	400	1,807
	5:45 PM	0	31	0	31	9	0	0	0	0	0	0	12	0	178	8	0	13	50	17	0	0	0	16	7	12	384	1,755
Count Total		0	250	4	297	65	0	0	0	0	0	4	111	0	1,492	70	0	139	518	141	0	0	0	154	75	95	3,415	0
Peak Hour	All	0	134	1	174	31	0	0	0	0	0	2	57	0	808	37	0	81	278	76	0	0	0	73	43	53	1,848	0
	HV	0	11	0	6	1	0	0	0	0	0	0	0	0	18	1	0	4	5	1	0	0	0	0	0	2	49	0
	HV%	-	8%	0%	3%	3%	-	-	-	-	-	0%	0%	-	2%	3%	-	5%	2%	1%	-	-	-	0%	0%	4%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
4:00 PM	1	0	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	8	0	6	3	1	18	0	0	0	0	0	0	0	0	0	3	0	3
4:30 PM	7	0	3	3	0	13	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	3	0	5	3	2	13	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	6	0	6	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	5	3	0	10	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	3	0	1	0	1	5	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	1	0	3	5	1	10	0	0	0	0	0	0	0	0	0	3	0	3
Count Total	31	0	34	18	5	88	0	0	0	0	0	0	0	0	0	12	0	12
Peak Hr	18	0	19	10	2	49	0	0	0	0	0	0	0	0	0	4	0	4

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	I70 Eastbound Ramp					I70 Eastbound Ramp					Midland Ave					Midland Ave					Riverine Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	3	2	3	0	0	0	0	0	0	0	1	0	5	0	0	0	2	1	0	0	0	0	1	0	18	0
4:30 PM	0	5	0	2	0	0	0	0	0	0	0	0	0	3	0	0	2	1	0	0	0	0	0	0	0	13	0
4:45 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	5	0	0	1	2	0	0	0	0	0	0	2	13	50
5:00 PM	0	3	0	2	1	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0	0	0	0	0	13	57
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	2	1	0	0	0	0	0	0	10	49
5:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	5	41
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	3	1	0	0	0	0	0	1	10	38
Count Total	0	17	2	11	1	0	0	0	0	0	0	2	0	31	1	0	5	10	3	0	0	0	1	1	3	88	0
Peak Hour	0	11	0	6	1	0	0	0	0	0	0	0	0	18	1	0	4	5	1	0	0	0	0	0	2	49	0

Two-Hour Count Summaries - Bikes

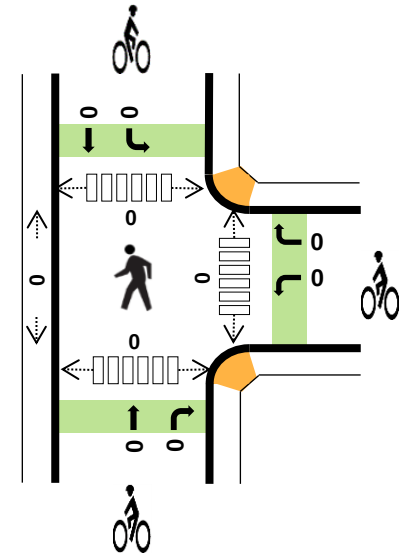
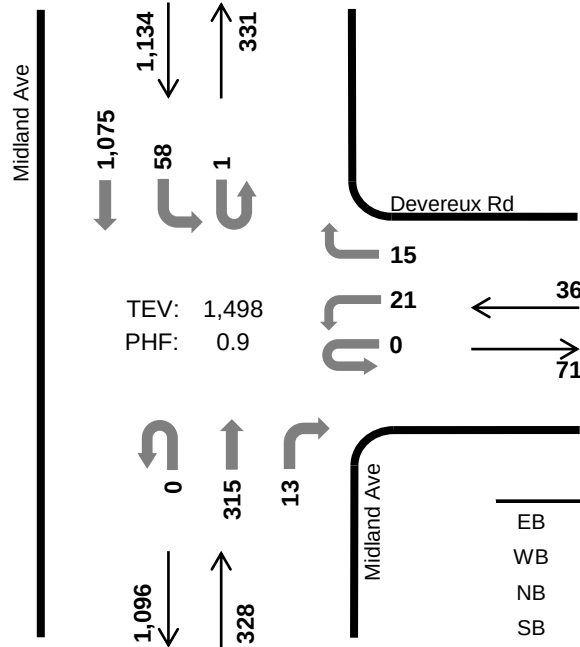
Interval Start	I70 Eastbound Ramp					I70 Eastbound Ramp					Midland Ave					Midland Ave					Riverine Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Midland Ave Devereux Rd



Peak Hour

Date: 10/20/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	11.1%	0.82
NB	6.1%	0.90
SB	3.7%	0.90
TOTAL	4.4%	0.90

Two-Hour Count Summaries

Interval Start		N/A				Devereux Rd				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	2	0	0	38	2	0	4	122	0	168	0
7:15 AM		0	0	0	0	0	0	0	1	0	0	32	5	0	9	171	0	218	0
7:30 AM		0	0	0	0	0	3	0	3	0	0	58	2	0	14	271	0	351	0
7:45 AM		0	0	0	0	0	7	0	4	0	0	88	3	0	14	301	0	417	1,154
8:00 AM		0	0	0	0	0	4	0	5	0	0	84	6	0	13	288	0	400	1,386
8:15 AM		0	0	0	0	0	7	0	3	0	0	85	2	1	17	215	0	330	1,498
8:30 AM		0	0	0	0	0	4	0	4	0	0	80	4	0	11	188	0	291	1,438
8:45 AM		0	0	0	0	0	3	0	3	0	0	61	10	0	14	105	0	196	1,217
Count Total		0	0	0	0	0	28	0	25	0	0	526	34	1	96	1,661	0	2,371	0
Peak Hour	All	0	0	0	0	0	21	0	15	0	0	315	13	1	58	1,075	0	1,498	0
	HV	0	0	0	0	0	2	0	2	0	0	19	1	0	2	40	0	66	0
	HV%	-	-	-	-	-	10%	-	13%	-	-	6%	8%	0%	3%	4%	-	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	4	8	12	0	0	0	1	1	0	0	0	0	0
7:15 AM	0	0	5	7	12	0	0	0	1	1	0	1	0	0	1
7:30 AM	0	2	5	11	18	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	5	9	15	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	4	13	18	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	6	9	15	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	6	15	22	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	15	5	22	0	0	0	0	0	0	3	0	0	3
Count Total	0	7	50	77	134	0	0	0	2	2	0	4	0	0	4
Peak Hr	0	4	20	42	66	0	0	0	0	0	0	0	0	0	0

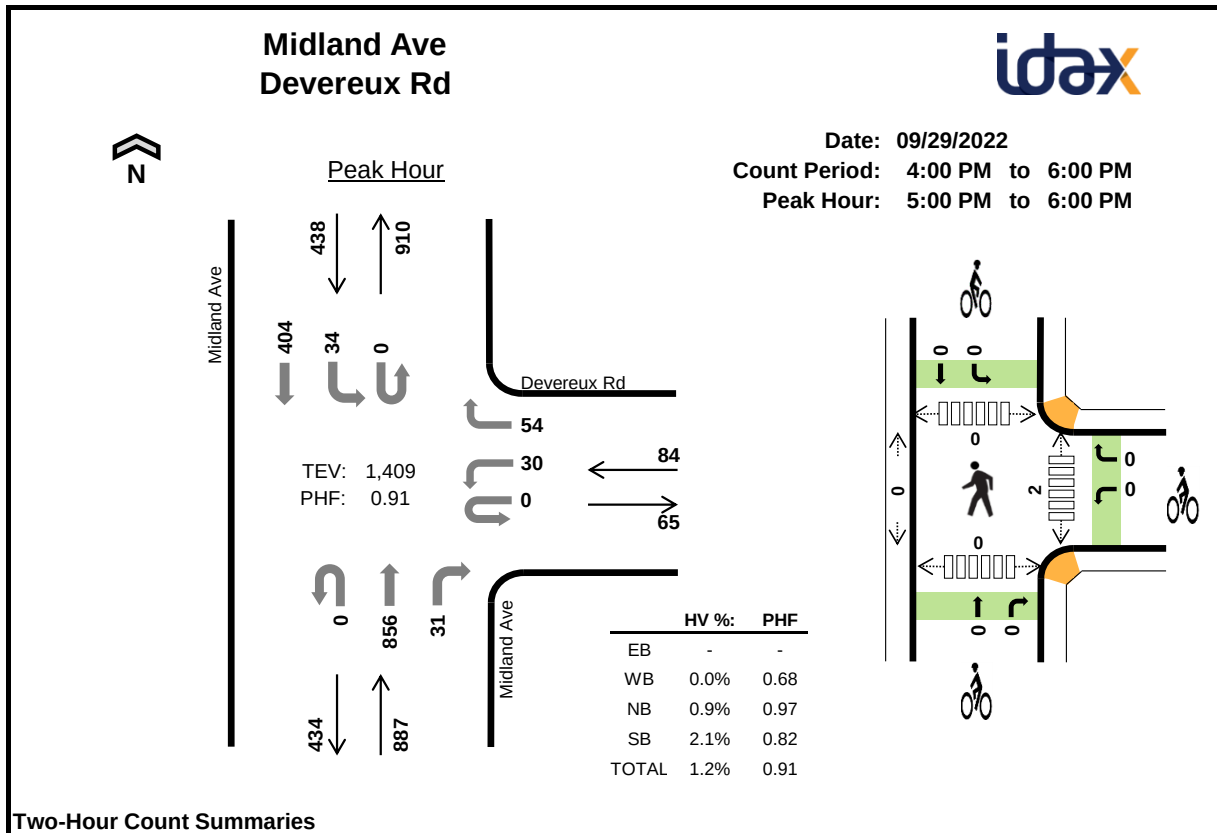
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	N/A				Devereux Rd				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	12	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	5	0	0	1	10	0	18	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	5	0	0	1	8	0	15	57
8:00 AM	0	0	0	0	0	1	0	0	0	0	3	1	0	0	13	0	18	63
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	15	66
8:30 AM	0	0	0	0	0	1	0	0	0	0	6	0	0	0	15	0	22	70
8:45 AM	0	0	0	0	0	0	0	2	0	0	13	2	0	1	4	0	22	77
Count Total	0	0	0	0	0	3	0	4	0	0	47	3	0	3	74	0	134	0
Peak Hour	0	0	0	0	0	2	0	2	0	0	19	1	0	2	40	0	66	0

Two-Hour Count Summaries - Bikes

Interval Start	N/A			Devereux Rd			Midland Ave			Midland Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		n/a				Devereux Rd				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	4	0	5	0	0	161	5	0	7	113	0	295	0
4:15 PM		0	0	0	0	0	7	0	18	0	0	182	8	0	12	90	0	317	0
4:30 PM		0	0	0	0	0	11	0	13	0	0	181	4	0	9	99	0	317	0
4:45 PM		0	0	0	0	0	5	0	15	0	0	168	5	0	8	118	0	319	1,248
5:00 PM		0	0	0	0	0	10	0	21	0	0	220	3	0	5	129	0	388	1,341
5:15 PM		0	0	0	0	0	4	0	7	0	0	220	9	0	8	114	0	362	1,386
5:30 PM		0	0	0	0	0	7	0	13	0	0	205	9	0	13	80	0	327	1,396
5:45 PM		0	0	0	0	0	9	0	13	0	0	211	10	0	8	81	0	332	1,409
Count Total		0	0	0	0	0	57	0	105	0	0	1,548	53	0	70	824	0	2,657	0
Peak Hour	All	0	0	0	0	0	30	0	54	0	0	856	31	0	34	404	0	1,409	0
	HV	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	17	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	0%	-	0%	2%	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

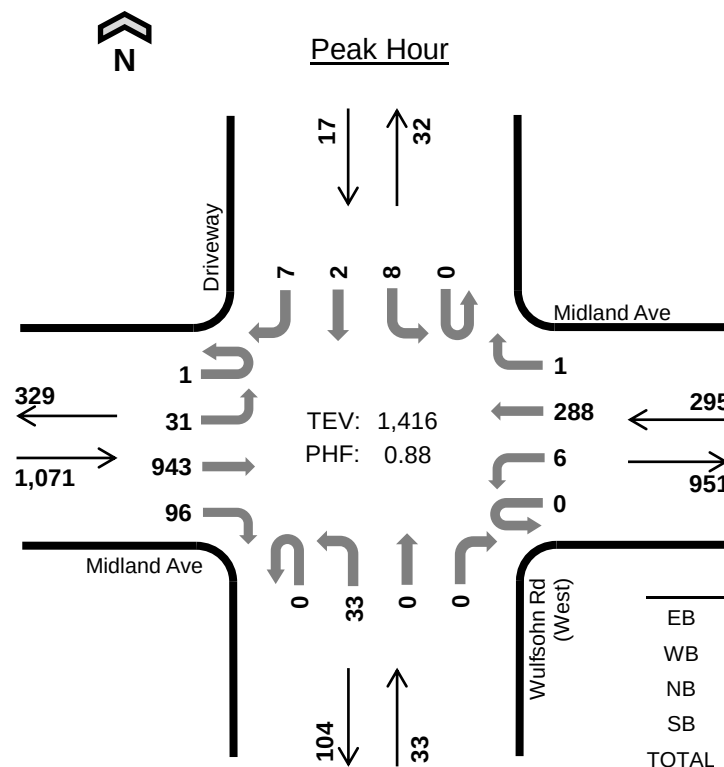
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	4	4	10	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	5	6	11	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	3	5	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	4	1	5	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	22	31	55	0	0	0	0	0	3	0	0	0	3
Peak Hr	0	0	8	9	17	0	0	0	0	0	2	0	0	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Devereux Rd				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	4	0	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	2	4	0	11	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	8	38
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	32
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	26
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	22
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	17
Count Total	0	0	0	0	0	1	0	1	0	0	21	1	0	3	28	0	55	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	17	0

Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			Devereux Rd			Midland Ave			Midland Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

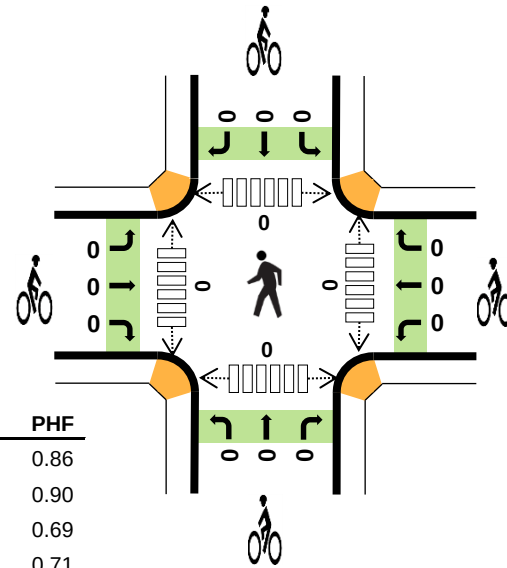
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Wulfsohn Rd (West) Midland Ave



Date: 10/20/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

	HV %:	PHF
EB	4.0%	0.86
WB	4.1%	0.90
NB	27.3%	0.69
SB	0.0%	0.71
TOTAL	4.5%	0.88



Two-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				Wulfsohn Rd (West)				Driveway				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	13	94	17	0	2	37	0	0	2	0	0	0	0	0	0	165	0
7:15 AM		0	10	141	18	0	4	28	1	0	8	0	0	0	2	1	1	214	0
7:30 AM		0	8	244	18	0	1	54	0	0	5	0	0	0	2	0	2	334	0
7:45 AM		0	9	275	27	0	1	78	0	0	12	0	0	0	0	1	1	404	1,117
8:00 AM		0	7	230	27	0	1	80	1	0	8	0	0	0	1	1	3	359	1,311
8:15 AM		1	7	194	24	0	3	76	0	0	8	0	0	0	5	0	1	319	1,416
8:30 AM		0	7	161	23	0	2	68	0	0	12	0	0	0	4	1	3	281	1,363
8:45 AM		0	5	93	14	0	4	56	0	0	12	0	0	0	5	1	2	192	1,151
Count Total		1	66	1,432	168	0	18	477	2	0	67	0	0	0	19	5	13	2,268	0
Peak Hour	All	1	31	943	96	0	6	288	1	0	33	0	0	0	8	2	7	1,416	0
	HV	0	1	34	8	0	0	12	0	0	9	0	0	0	0	0	0	64	0
	HV%	0%	3%	4%	8%	-	0%	4%	0%	-	27%	-	-	-	0%	0%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	4	0	0	12	0	0	0	0	0	1	0	0	0	1
7:15 AM	6	3	2	0	11	0	0	0	0	0	0	0	0	0	0
7:30 AM	12	5	1	0	18	0	0	0	0	0	0	0	0	0	0
7:45 AM	10	1	4	0	15	0	0	0	0	0	0	0	0	0	0
8:00 AM	13	2	2	0	17	0	0	0	0	0	0	0	0	0	0
8:15 AM	8	4	2	0	14	0	0	0	0	0	0	0	0	0	0
8:30 AM	15	4	1	0	20	0	0	0	0	0	0	1	0	0	1
8:45 AM	5	13	2	1	21	0	0	0	0	0	0	1	2	0	3
Count Total	77	36	14	1	128	0	0	0	0	0	1	2	2	0	5
Peak Hour	43	12	9	0	64	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

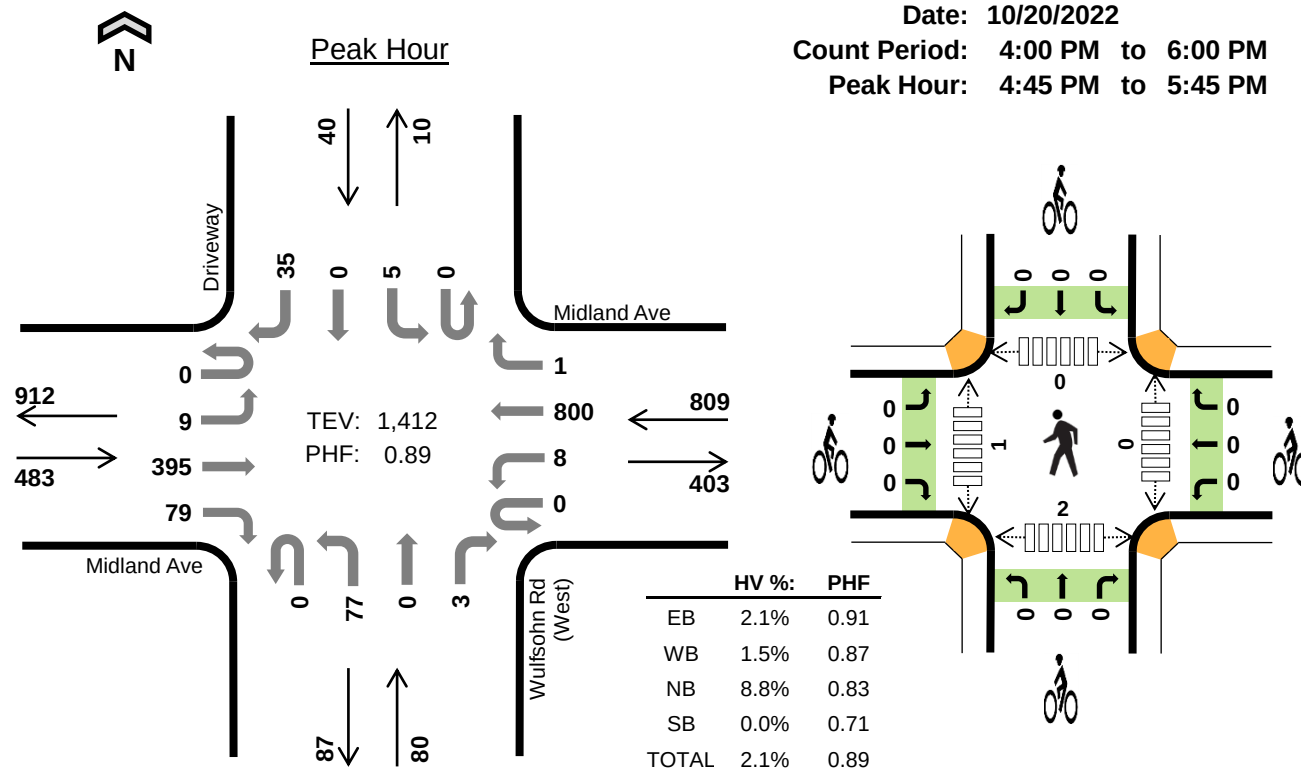
Interval Start	Midland Ave				Midland Ave				Wulfsohn Rd (West)				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	3	0	0	4	0	0	0	0	0	0	0	0	0	12	0
7:15 AM	0	0	4	2	0	0	3	0	0	2	0	0	0	0	0	0	11	0
7:30 AM	0	0	9	3	0	0	5	0	0	1	0	0	0	0	0	0	18	0
7:45 AM	0	0	8	2	0	0	1	0	0	4	0	0	0	0	0	0	15	56
8:00 AM	0	0	12	1	0	0	2	0	0	2	0	0	0	0	0	0	17	61
8:15 AM	0	1	5	2	0	0	4	0	0	2	0	0	0	0	0	0	14	64
8:30 AM	0	0	13	2	0	0	4	0	0	1	0	0	0	0	0	0	20	66
8:45 AM	0	0	5	0	0	0	13	0	0	2	0	0	0	0	1	0	21	72
Count Total	0	1	61	15	0	0	36	0	0	14	0	0	0	1	0	0	128	0
Peak Hour	0	1	34	8	0	0	12	0	0	9	0	0	0	0	0	0	64	0

Two-Hour Count Summaries - Bikes

Interval Start	Midland Ave			Midland Ave			Wulfsohn Rd (West)			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Wulfsohn Rd (West) Midland Ave



Two-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				Wulfsohn Rd (West)				Driveway				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	96	17	0	4	152	1	0	18	1	2	0	3	1	8	308	0
4:15 PM		0	3	76	19	0	5	162	1	0	12	0	1	0	3	2	7	291	0
4:30 PM		0	2	93	25	0	2	160	0	0	22	0	1	0	9	0	6	320	0
4:45 PM		0	4	98	19	0	5	168	0	0	17	0	0	0	3	0	5	319	1,238
5:00 PM		0	0	96	22	0	2	221	0	0	23	0	1	0	1	0	9	375	1,305
5:15 PM		0	1	112	20	0	1	231	1	0	15	0	1	0	0	0	14	396	1,410
5:30 PM		0	4	89	18	0	0	180	0	0	22	0	1	0	1	0	7	322	1,412
5:45 PM		0	0	81	17	0	0	180	0	0	13	0	1	0	3	1	3	299	1,392
Count Total		0	19	741	157	0	19	1,454	3	0	142	1	8	0	23	4	59	2,630	0
Peak Hour	All	0	9	395	79	0	8	800	1	0	77	0	3	0	5	0	35	1,412	0
	HV	0	1	7	2	0	0	12	0	0	7	0	0	0	0	0	0	29	0
	HV%	-	11%	2%	3%	-	0%	2%	0%	-	9%	-	0%	-	0%	-	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	8	4	2	0	14	0	0	0	0	0	0	0	1	0	1
4:15 PM	5	3	2	0	10	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	6	3	2	0	11	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	6	2	0	9	0	0	0	0	0	0	1	0	1	2
5:15 PM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	1	1
5:45 PM	4	3	2	0	9	0	0	0	0	0	0	0	0	1	1
Count Total	30	24	14	0	68	0	0	0	0	0	0	1	1	3	5
Peak Hour	10	12	7	0	29	0	0	0	0	0	0	1	0	2	3

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Midland Ave				Midland Ave				Wulfsohn Rd (West)				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	8	0	0	0	4	0	0	2	0	0	0	0	0	0	14	0
4:15 PM	0	0	4	1	0	0	3	0	0	2	0	0	0	0	0	0	10	0
4:30 PM	0	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	6	0
4:45 PM	0	0	5	1	0	0	3	0	0	2	0	0	0	0	0	0	11	41
5:00 PM	0	0	1	0	0	0	6	0	0	2	0	0	0	0	0	0	9	36
5:15 PM	0	0	1	1	0	0	3	0	0	1	0	0	0	0	0	0	6	32
5:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	29
5:45 PM	0	0	3	1	0	0	3	0	0	2	0	0	0	0	0	0	9	27
Count Total	0	1	25	4	0	0	24	0	0	14	0	0	0	0	0	0	68	0
Peak Hour	0	1	7	2	0	0	12	0	0	7	0	0	0	0	0	0	29	0

Two-Hour Count Summaries - Bikes

Interval Start	Midland Ave			Midland Ave			Wulfsohn Rd (West)			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

W Meadows Midland Ave

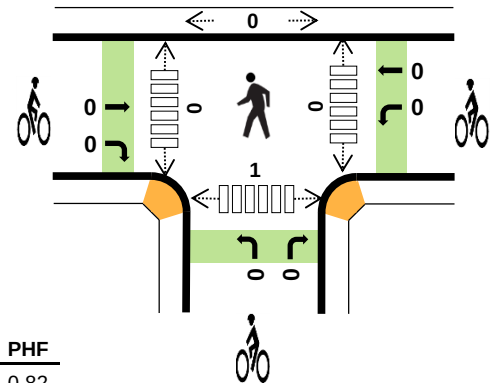
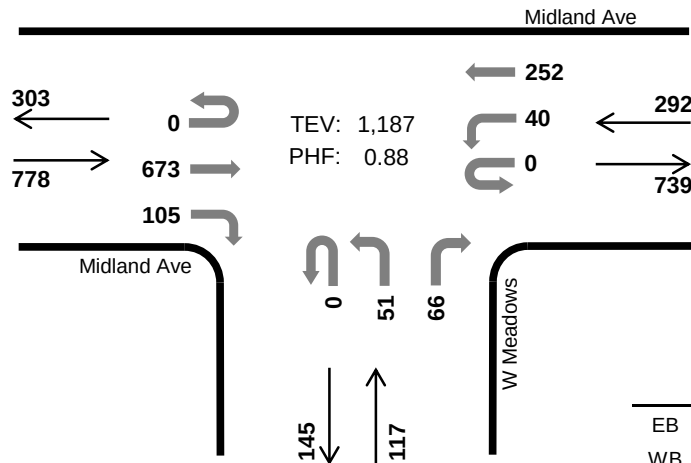


Peak Hour

Date: 11/09/2022

Count Period: 6:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	3.1%	0.82
WB	2.7%	0.78
NB	5.1%	0.86
SB	-	-
TOTAL	3.2%	0.88

Three-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	164	20	0	6	56	0	0	12	0	19	0	0	0	0	277	0
7:45 AM		0	0	191	18	0	6	62	0	0	11	0	11	0	0	0	0	299	0
8:00 AM		0	0	199	39	0	12	57	0	0	15	0	15	0	0	0	0	337	0
8:15 AM		0	0	119	28	0	16	77	0	0	13	0	21	0	0	0	0	274	1,187
Peak Hour	All	0	0	673	105	0	40	252	0	0	51	0	66	0	0	0	0	1,187	0
	HV	0	0	21	3	0	2	6	0	0	5	0	1	0	0	0	0	38	0
	HV%	-	-	3%	3%	-	5%	2%	-	-	10%	-	2%	-	-	-	-	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	6	2	2	0	10	0	0	0	0	0	0	0	0	0	0
7:45 AM	4	4	1	0	9	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	1	2	0	7	0	0	0	0	0	0	0	0	1	1
8:15 AM	10	1	1	0	12	0	0	0	0	0	0	0	0	0	0
Peak Hour	24	8	6	0	38	0	0	0	0	0	0	0	0	1	1

Three-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	39	8	0	6	14	0	0	3	0	3	0	0	0	0	73	0
6:15 AM		0	0	42	14	0	7	8	0	0	2	0	6	0	0	0	0	79	0
6:30 AM		0	0	68	19	0	4	24	0	0	2	0	9	0	0	0	0	126	0
6:45 AM		0	0	77	20	0	3	25	0	0	10	0	18	0	0	0	0	153	431
7:00 AM		0	0	79	14	0	3	23	0	0	10	0	21	0	0	0	0	150	508
7:15 AM		0	0	96	19	0	6	43	0	0	10	0	17	0	0	0	0	191	620
7:30 AM		0	0	164	20	0	6	56	0	0	12	0	19	0	0	0	0	277	771
7:45 AM		0	0	191	18	0	6	62	0	0	11	0	11	0	0	0	0	299	917
8:00 AM		0	0	199	39	0	12	57	0	0	15	0	15	0	0	0	0	337	1,104
8:15 AM		0	0	119	28	0	16	77	0	0	13	0	21	0	0	0	0	274	1,187
8:30 AM		0	0	86	21	0	6	34	0	0	15	0	18	0	0	0	0	180	1,090
8:45 AM		0	0	87	20	0	12	33	0	0	8	0	14	0	0	0	0	174	965
Count Total		0	0	1,247	240	0	87	456	0	0	111	0	172	0	0	0	0	2,313	0
Peak Hour	All	0	0	673	105	0	40	252	0	0	51	0	66	0	0	0	0	1,187	0
	HV	0	0	21	3	0	2	6	0	0	5	0	1	0	0	0	0	38	0
	HV%	-	-	3%	3%	-	5%	2%	-	-	10%	-	2%	-	-	-	-	3%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	1	4	0	7	0	0	0	0	0	0	0	0	0	0
7:00 AM	5	2	3	0	10	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	2	2	0	7	0	0	0	0	0	0	0	0	0	0
7:30 AM	6	2	2	0	10	0	0	0	0	0	0	0	0	0	0
7:45 AM	4	4	1	0	9	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	1	2	0	7	0	0	0	0	0	0	0	0	1	1
8:15 AM	10	1	1	0	12	0	0	0	0	0	0	0	0	0	0
8:30 AM	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0
8:45 AM	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0
Count Total	50	18	15	0	83	0	0	0	0	0	0	0	0	1	1
Peak Hr	24	8	6	0	38	0	0	0	0	0	0	0	0	1	1

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Midland Ave				Midland Ave				W Meadows				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0
6:45 AM	0	0	2	0	0	0	1	0	0	3	0	1	0	0	0	0	7	14
7:00 AM	0	0	4	1	0	0	2	0	0	0	0	3	0	0	0	0	10	21
7:15 AM	0	0	2	1	0	0	2	0	0	1	0	1	0	0	0	0	7	27
7:30 AM	0	0	6	0	0	0	2	0	0	2	0	0	0	0	0	0	10	34
7:45 AM	0	0	4	0	0	1	3	0	0	1	0	0	0	0	0	0	9	36
8:00 AM	0	0	4	0	0	1	0	0	0	1	0	1	0	0	0	0	7	33
8:15 AM	0	0	7	3	0	0	1	0	0	1	0	0	0	0	0	0	12	38
8:30 AM	0	0	4	2	0	0	2	0	0	0	0	0	0	0	0	0	8	36
8:45 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	33
Count Total	0	0	41	9	0	3	15	0	0	9	0	6	0	0	0	0	83	0
Peak Hour	0	0	21	3	0	2	6	0	0	5	0	1	0	0	0	0	38	0

Three-Hour Count Summaries - Bikes

Interval Start	Midland Ave			Midland Ave			W Meadows			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

W Meadows Midland Ave

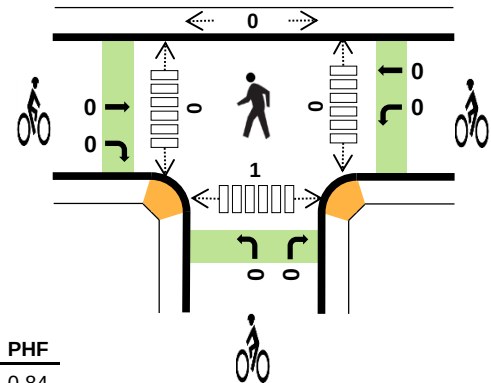
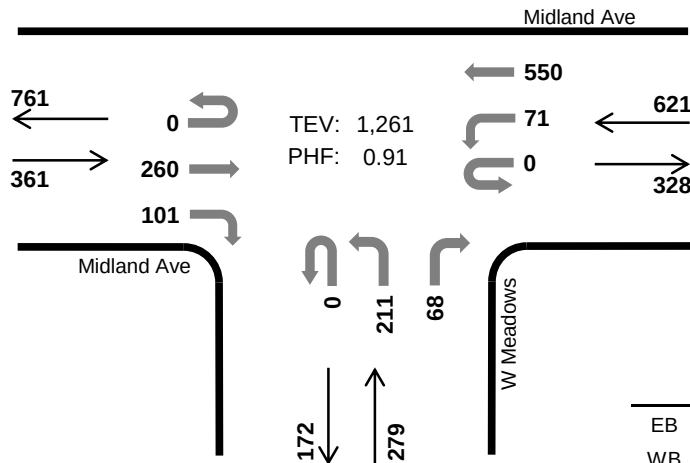


Peak Hour

Date: 11/08/2022

Count Period: 3:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.4%	0.84
WB	1.8%	0.94
NB	0.7%	0.87
SB	-	-
TOTAL	1.4%	0.91

Three-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	51	29	0	19	118	0	0	51	0	15	0	0	0	0	283	0
4:45 PM		0	0	65	24	0	23	137	0	0	45	0	19	0	0	0	0	313	0
5:00 PM		0	0	78	29	0	11	148	0	0	62	0	18	0	0	0	0	346	0
5:15 PM		0	0	66	19	0	18	147	0	0	53	0	16	0	0	0	0	319	1,261
Peak Hour	All	0	0	260	101	0	71	550	0	0	211	0	68	0	0	0	0	1,261	0
	HV	0	0	5	0	0	3	8	0	0	2	0	0	0	0	0	0	18	0
	HV%	-	-	2%	0%	-	4%	1%	-	-	1%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	1	1
4:45 PM	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	5	11	2	0	18	0	0	0	0	0	0	0	0	1	1

Three-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	61	17	0	28	58	0	0	69	0	21	0	0	0	0	254	0
3:15 PM		0	0	81	40	0	17	70	0	0	45	0	15	0	0	0	0	268	0
3:30 PM		0	0	80	30	0	22	80	0	0	72	0	20	0	0	0	0	304	0
3:45 PM		0	0	60	23	0	18	86	0	0	60	0	17	0	0	0	0	264	1,090
4:00 PM		0	0	56	28	0	26	94	0	0	55	0	25	0	0	0	0	284	1,120
4:15 PM		0	0	60	15	0	18	106	0	0	48	0	13	0	0	0	0	260	1,112
4:30 PM		0	0	51	29	0	19	118	0	0	51	0	15	0	0	0	0	283	1,091
4:45 PM		0	0	65	24	0	23	137	0	0	45	0	19	0	0	0	0	313	1,140
5:00 PM		0	0	78	29	0	11	148	0	0	62	0	18	0	0	0	0	346	1,202
5:15 PM		0	0	66	19	0	18	147	0	0	53	0	16	0	0	0	0	319	1,261
5:30 PM		0	0	46	17	0	14	132	0	0	44	0	7	0	0	0	0	260	1,238
5:45 PM		0	0	32	25	0	15	126	0	0	43	0	17	0	0	0	0	258	1,183
Count Total		0	0	736	296	0	229	1,302	0	0	647	0	203	0	0	0	0	3,413	0
Peak Hour	All	0	0	260	101	0	71	550	0	0	211	0	68	0	0	0	0	1,261	0
	HV	0	0	5	0	0	3	8	0	0	2	0	0	0	0	0	0	18	0
	HV%	-	-	2%	0%	-	4%	1%	-	-	1%	-	0%	-	-	-	-	1%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	1	2	0	4	0	0	0	0	0	0	0	0	1	1
3:15 PM	6	4	1	0	11	0	0	0	0	0	0	0	0	1	1
3:30 PM	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0
3:45 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	5	1	0	10	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	1	1
4:45 PM	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	26	30	10	0	66	0	0	0	0	0	0	0	0	3	3
Peak Hr	5	11	2	0	18	0	0	0	0	0	0	0	0	1	1

Three-Hour Count Summaries - Heavy Vehicles

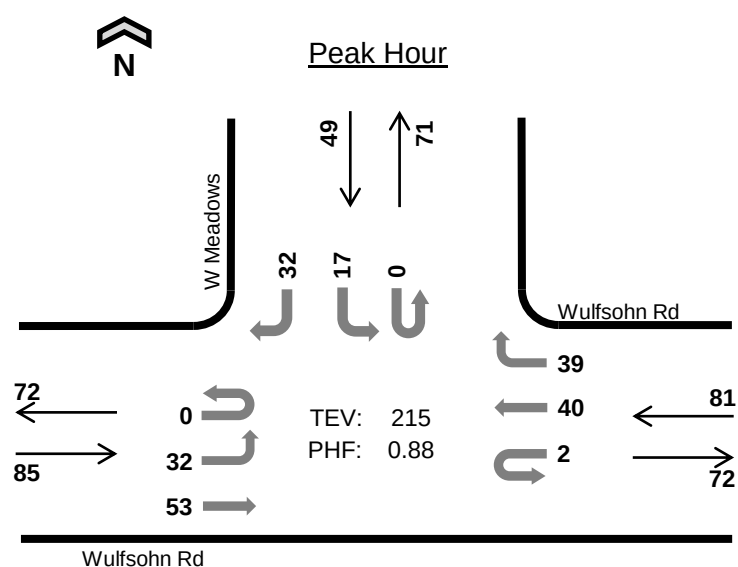
Interval Start	Midland Ave				Midland Ave				W Meadows				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	4	0
3:15 PM	0	0	4	2	0	0	4	0	0	1	0	0	0	0	0	0	11	0
3:30 PM	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0
3:45 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	26
4:00 PM	0	0	1	0	0	0	2	0	0	1	0	1	0	0	0	0	5	27
4:15 PM	0	0	4	0	0	0	5	0	0	1	0	0	0	0	0	0	10	26
4:30 PM	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	4	25
4:45 PM	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	8	27
5:00 PM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3	25
5:15 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	18
5:30 PM	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4	18
5:45 PM	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3	13
Count Total	0	0	22	4	0	5	25	0	0	8	0	2	0	0	0	0	66	0
Peak Hour	0	0	5	0	0	3	8	0	0	2	0	0	0	0	0	0	18	0

Three-Hour Count Summaries - Bikes

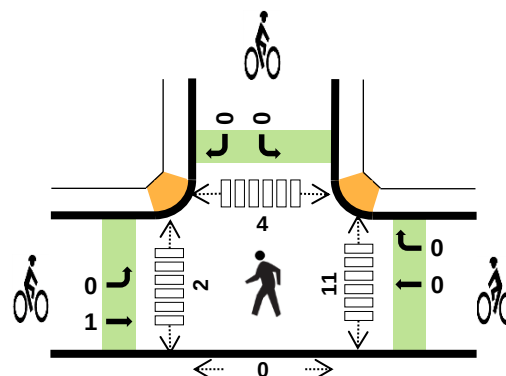
Interval Start	Midland Ave			Midland Ave			W Meadows			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

W Meadows Wulfsohn Rd



Date: 10/20/2022
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM



	HV %:	PHF
EB	3.5%	0.89
WB	8.6%	0.72
NB	-	-
SB	4.1%	0.77
TOTAL	5.6%	0.88

Two-Hour Count Summaries

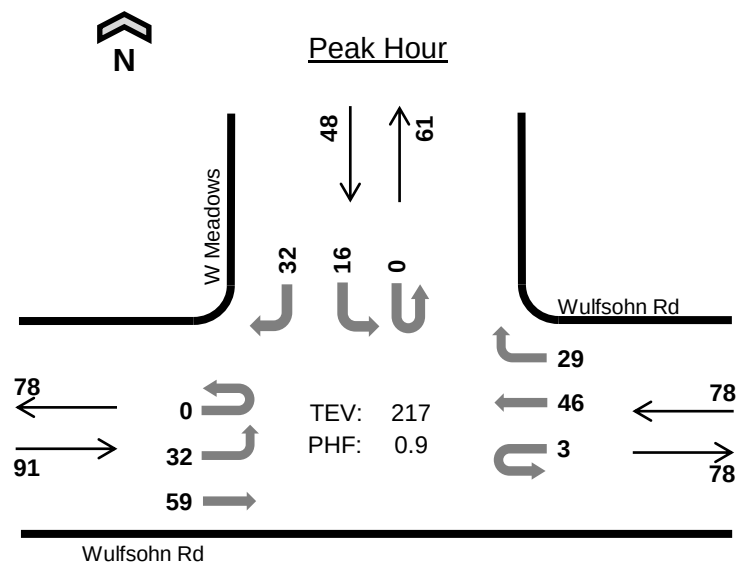
Interval Start		Wulfsohn Rd				Wulfsohn Rd				n/a				W Meadows				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	10	12	0	0	0	2	5	0	0	0	0	0	8	0	3	40	0
11:15 AM		0	8	12	0	0	0	14	3	0	0	0	0	0	2	0	7	46	0
11:30 AM		0	11	10	0	0	0	5	8	0	0	0	0	0	3	0	6	43	0
11:45 AM		0	5	14	0	0	0	12	11	0	0	0	0	0	4	0	6	52	181
12:00 PM		0	4	17	0	0	0	10	9	0	0	0	0	0	4	0	5	49	190
12:15 PM		0	8	16	0	2	0	8	5	0	0	0	0	0	5	0	11	55	199
12:30 PM		0	9	11	0	0	0	7	12	0	0	0	0	0	5	0	6	50	206
12:45 PM		0	11	9	0	0	0	15	13	0	0	0	0	0	3	0	10	61	215
Count Total		0	66	101	0	2	0	73	66	0	0	0	0	0	34	0	54	396	0
Peak Hour	All	0	32	53	0	2	0	40	39	0	0	0	0	0	17	0	32	215	0
	HV	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	2	12	0
	HV%	-	0%	6%	-	0%	-	18%	0%	-	-	-	-	-	0%	-	6%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

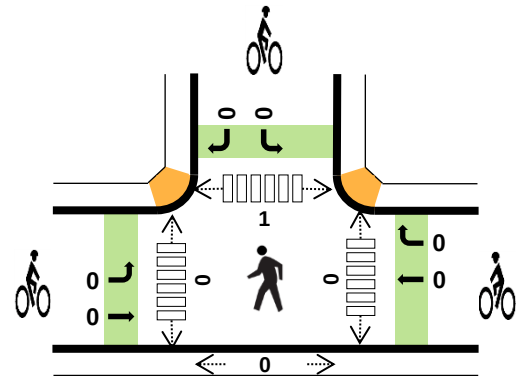
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
11:45 AM	2	3	0	1	6	0	0	0	0	0	6	0	0	0	6
12:00 PM	1	2	0	1	4	0	0	0	0	0	2	2	2	0	6
12:15 PM	0	2	0	1	3	0	0	0	0	0	1	0	1	0	2
12:30 PM	2	1	0	0	3	0	0	0	0	0	4	0	1	0	5
12:45 PM	0	2	0	0	2	1	0	0	0	1	4	0	0	0	4
Count Total	7	15	0	3	25	1	1	0	0	2	17	2	6	0	25
Peak Hr	3	7	0	2	12	1	0	0	0	1	11	2	4	0	17

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Wulfsohn Rd				Wulfsohn Rd				n/a				W Meadows				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
11:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	6	13
12:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	4	14
12:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	13
12:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	16
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	12
Count Total	0	0	7	0	0	0	15	0	0	0	0	0	0	0	0	3	25	0
Peak Hour	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	2	12	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Wulfsohn Rd			Wulfsohn Rd			n/a			W Meadows			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Count Total	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0		
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

W Meadows Wulfsohn Rd



Date: 10/20/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	4.4%	0.91
WB	6.4%	0.89
NB	-	-
SB	0.0%	0.86
TOTAL	4.1%	0.90

Two-Hour Count Summaries

Interval Start		Wulfsohn Rd				Wulfsohn Rd				n/a				W Meadows				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	7	9	0	0	0	9	3	0	0	0	0	0	2	0	3	33	0
4:15 PM		0	9	12	0	0	0	9	6	0	0	0	0	0	3	0	3	42	0
4:30 PM		0	7	18	0	1	0	13	8	0	0	0	0	0	4	0	9	60	0
4:45 PM		0	7	13	0	0	0	10	7	0	0	0	0	0	3	0	8	48	183
5:00 PM		0	6	18	0	2	0	13	6	0	0	0	0	0	7	0	7	59	209
5:15 PM		0	12	10	0	0	0	10	8	0	0	0	0	0	2	0	8	50	217
5:30 PM		0	8	12	0	1	0	7	5	0	0	0	0	0	5	0	3	41	198
5:45 PM		0	7	14	0	1	0	10	4	0	0	0	0	0	5	0	9	50	200
Count Total		0	63	106	0	5	0	81	47	0	0	0	0	0	31	0	50	383	0
Peak Hour	All	0	32	59	0	3	0	46	29	0	0	0	0	0	16	0	32	217	0
	HV	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	0
	HV%	-	0%	7%	-	0%	-	11%	0%	-	-	-	-	-	0%	-	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
4:15 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	1	0	0	0	1	2	0	3	0	5
5:45 PM	1	3	0	1	5	0	0	0	0	0	0	0	0	0	0
Count Total	8	13	0	1	22	1	0	0	0	1	2	0	5	0	7
Peak Hr	4	5	0	0	9	0	0	0	0	0	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles

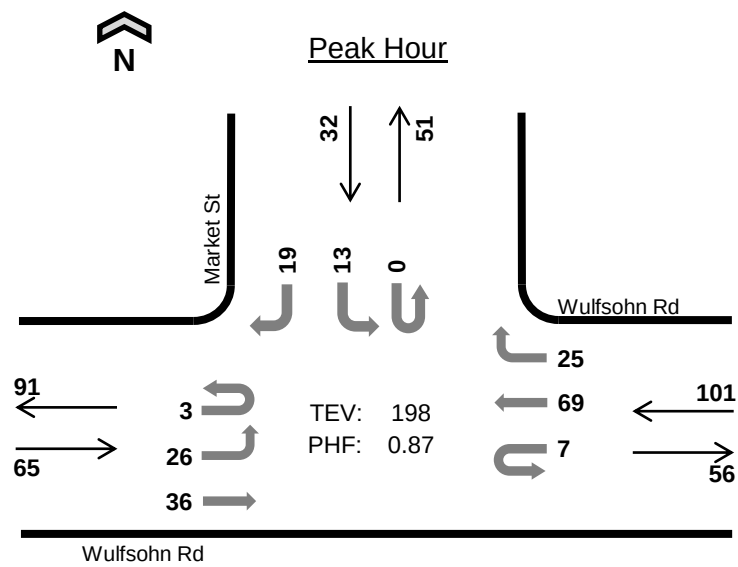
Interval Start	Wulfsohn Rd				Wulfsohn Rd				n/a				W Meadows				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	11
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	5	11
Count Total	0	0	8	0	0	0	12	1	0	0	0	0	0	0	0	1	22	0
Peak Hour	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	0

Two-Hour Count Summaries - Bikes

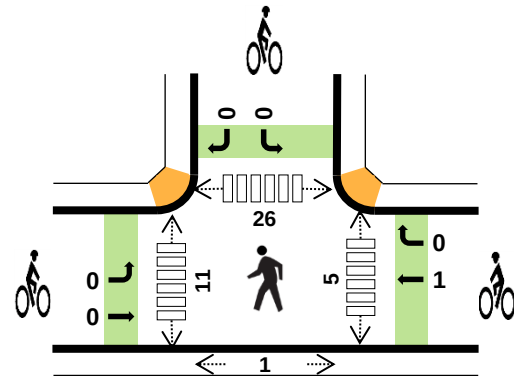
Interval Start	Wulfsohn Rd			Wulfsohn Rd			n/a			W Meadows			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Market St Wulfsohn Rd



Date: 10/20/2022
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:30 AM to 12:30 PM



	HV %:	PHF
EB	4.6%	0.86
WB	6.9%	0.79
NB	-	-
SB	0.0%	0.89
TOTAL	5.1%	0.87

Two-Hour Count Summaries

Interval Start		Wulfsohn Rd				Wulfsohn Rd				N/A				Market St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	5	14	0	1	0	10	4	0	0	0	0	0	0	0	2	36	0
11:15 AM		0	5	6	0	0	0	12	2	0	0	0	0	0	0	0	5	30	0
11:30 AM		0	6	6	0	2	0	20	9	0	0	0	0	0	5	0	3	51	0
11:45 AM		3	6	9	0	1	0	22	9	0	0	0	0	0	1	0	6	57	174
12:00 PM		0	8	8	0	2	0	13	4	0	0	0	0	0	1	0	7	43	181
12:15 PM		0	6	13	0	2	0	14	3	0	0	0	0	0	6	0	3	47	198
12:30 PM		3	4	13	0	3	0	9	7	0	0	0	0	0	2	0	5	46	193
12:45 PM		0	1	10	0	2	0	17	3	0	0	0	0	0	6	0	4	43	179
Count Total		6	41	79	0	13	0	117	41	0	0	0	0	0	21	0	35	353	0
Peak Hour	All	3	26	36	0	7	0	69	25	0	0	0	0	0	13	0	19	198	0
	HV	0	0	3	0	0	0	6	1	0	0	0	0	0	0	0	0	10	0
	HV%	0%	0%	8%	-	0%	-	9%	4%	-	-	-	-	-	0%	-	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	4	0	0	4	0	0	0	0	0	1	3	1	0	5
11:30 AM	0	1	0	0	1	0	1	0	0	1	2	1	12	0	15
11:45 AM	2	3	0	0	5	0	0	0	0	0	3	4	6	0	13
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	5	4	1	10
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	4	0	5
12:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2
12:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	10	0	11
Count Total	5	15	0	0	20	0	1	0	0	1	7	14	39	1	61
Peak Hr	3	7	0	0	10	0	1	0	0	1	5	11	26	1	43

Two-Hour Count Summaries - Heavy Vehicles

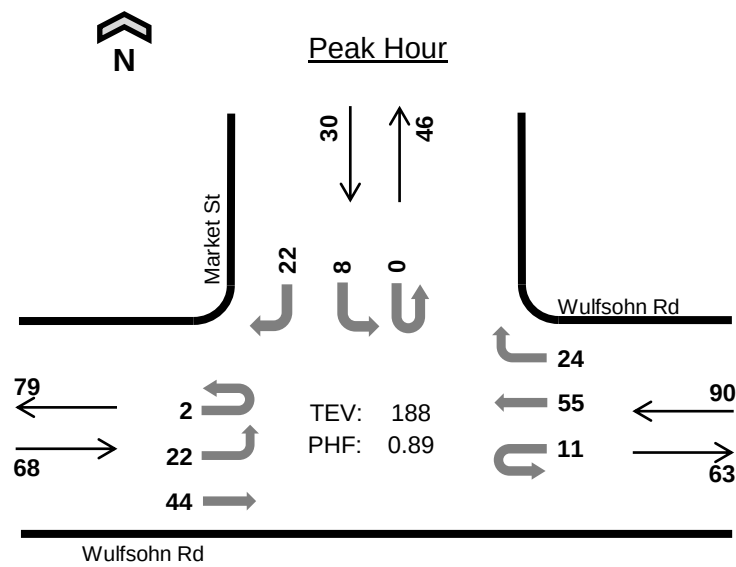
Interval Start	Wulfsohn Rd				Wulfsohn Rd				N/A				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
11:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	12
12:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	12
12:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	10
12:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	11
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	8
Count Total	0	0	5	0	0	0	14	1	0	0	0	0	0	0	0	0	20	0
Peak Hour	0	0	3	0	0	0	6	1	0	0	0	0	0	0	0	0	10	0

Two-Hour Count Summaries - Bikes

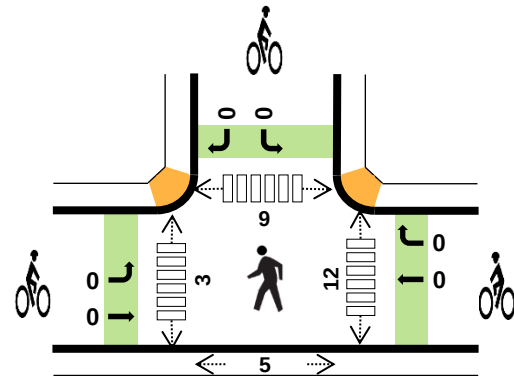
Interval Start	Wulfsohn Rd			Wulfsohn Rd			N/A			Market St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Market St Wulfsohn Rd



Date: 10/20/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	4.4%	0.71
WB	6.7%	0.98
NB	-	-
SB	0.0%	0.68
TOTAL	4.8%	0.89

Two-Hour Count Summaries

Interval Start		Wulfsohn Rd				Wulfsohn Rd				N/A				Market St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	6	0	4	0	9	3	0	0	0	0	0	1	0	4	31	0
4:15 PM		1	0	9	0	0	0	11	3	0	0	0	0	0	3	0	5	32	0
4:30 PM		1	8	10	0	3	0	15	5	0	0	0	0	0	3	0	8	53	0
4:45 PM		0	6	10	0	3	0	12	7	0	0	0	0	0	2	0	5	45	161
5:00 PM		1	7	16	0	3	0	15	5	0	0	0	0	0	1	0	4	52	182
5:15 PM		0	1	8	0	2	0	13	7	0	0	0	0	0	2	0	5	38	188
5:30 PM		1	6	10	0	2	0	14	6	0	0	0	0	0	3	0	3	45	180
5:45 PM		1	6	9	0	2	0	10	4	0	0	0	0	1	4	0	7	44	179
Count Total		5	38	78	0	19	0	99	40	0	0	0	0	1	19	0	41	340	0
Peak Hour	All	2	22	44	0	11	0	55	24	0	0	0	0	0	8	0	22	188	0
	HV	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	0
	HV%	0%	0%	7%	-	0%	-	11%	0%	-	-	-	-	-	0%	-	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	0	2	0	0	0	0	0	5	3	4	0	12
4:15 PM	1	4	0	0	5	0	0	0	0	0	3	0	4	2	9
4:30 PM	1	0	0	0	1	0	0	0	0	0	2	0	1	0	3
4:45 PM	0	3	0	0	3	0	0	0	0	0	4	0	3	0	7
5:00 PM	2	0	0	0	2	0	0	0	0	0	2	3	2	5	12
5:15 PM	0	3	0	0	3	0	0	0	0	0	4	0	3	0	7
5:30 PM	2	0	0	0	2	0	0	0	0	0	2	4	3	1	10
5:45 PM	0	3	0	0	3	0	0	0	0	0	5	2	2	1	10
Count Total	8	13	0	0	21	0	0	0	0	0	27	12	22	9	70
Peak Hr	3	6	0	0	9	0	0	0	0	0	12	3	9	5	29

Two-Hour Count Summaries - Heavy Vehicles

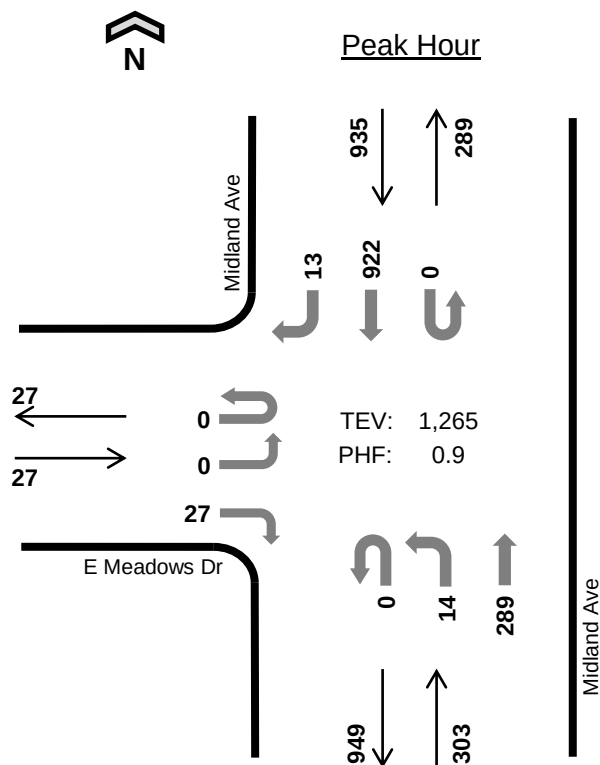
Interval Start	Wulfsohn Rd				Wulfsohn Rd				N/A				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	11
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
5:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	9
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	0	8	0	0	0	13	0	0	0	0	0	0	0	0	0	21	0
Peak Hour	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	0

Two-Hour Count Summaries - Bikes

Interval Start	Wulfsohn Rd			Wulfsohn Rd			N/A			Market St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

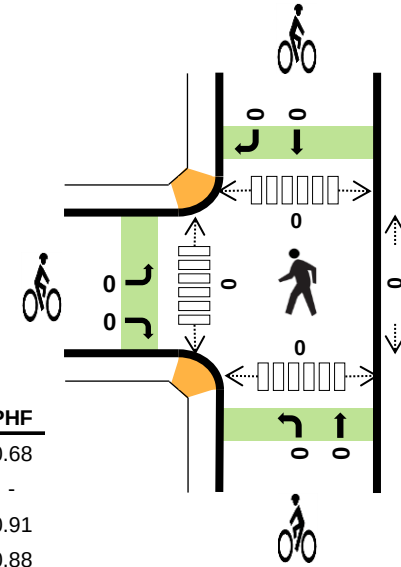
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Midland Ave E Meadows Dr



Date: 10/20/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

	HV %:	PHF
EB	0.0%	0.68
WB	-	-
NB	2.6%	0.91
SB	2.1%	0.88
TOTAL	2.2%	0.90



Two-Hour Count Summaries

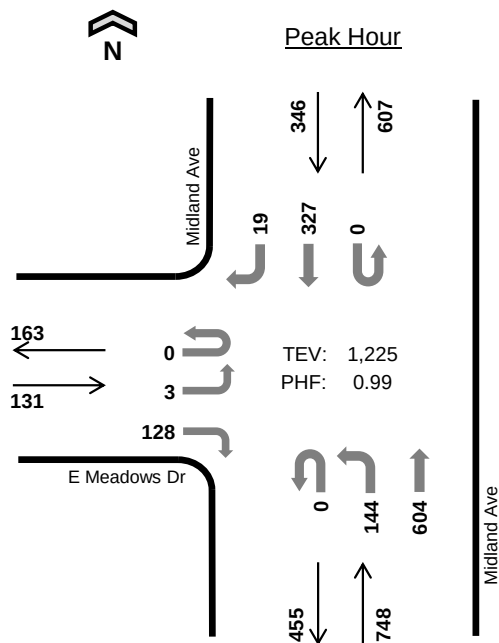
Interval Start		E Meadows Dr				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	1	0	0	0	0	0	3	31	0	0	0	86	1	122	0
7:15 AM		0	0	0	4	0	0	0	0	0	3	33	0	0	0	136	1	177	0
7:30 AM		0	0	0	5	0	0	0	0	0	3	57	0	0	0	220	2	287	0
7:45 AM		0	0	0	6	0	0	0	0	0	3	75	0	0	0	262	5	351	937
8:00 AM		0	0	0	6	0	0	0	0	0	2	80	0	0	0	240	4	332	1,147
8:15 AM		0	0	0	10	0	0	0	0	0	6	77	0	0	0	200	2	295	1,265
8:30 AM		0	0	0	9	0	0	0	0	0	12	63	0	0	0	160	1	245	1,223
8:45 AM		0	1	0	11	0	0	0	0	0	15	49	0	0	0	98	1	175	1,047
Count Total		0	1	0	52	0	0	0	0	0	47	465	0	0	0	1,402	17	1,984	0
Peak Hour	All	0	0	0	27	0	0	0	0	0	14	289	0	0	0	922	13	1,265	0
	HV	0	0	0	0	0	0	0	0	0	3	5	0	0	0	20	0	28	0
	HV%	-	-	-	0%	-	-	-	-	-	21%	2%	-	-	-	2%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	3	2	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	3	7	11	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	3	5	9	0	0	0	0	0	0	0	0	0	0
Count Total	3	0	18	36	57	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	8	20	28	0	0	0	0	0	0	0	0	0	0

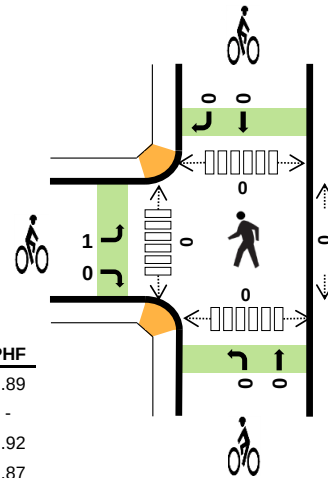
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Meadows Dr				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
7:15 AM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	2	0	6	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	4	0	7	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	6	22
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	0	8	27
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	28
8:30 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	7	0	11	32
8:45 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	5	0	9	35
Count Total	0	0	0	3	0	0	0	0	0	4	14	0	0	0	36	0	57	0
Peak Hour	0	0	0	0	0	0	0	0	0	3	5	0	0	0	20	0	28	0
Two-Hour Count Summaries - Bikes																		
Interval Start	E Meadows Dr			n/a			Midland Ave			Midland Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Midland Ave E Meadows Dr



Date: 09/29/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

	HV %:	PHF
EB	0.0%	0.89
WB	-	-
NB	1.3%	0.92
SB	3.5%	0.87
TOTAL	1.8%	0.99



Two-Hour Count Summaries

Interval Start		E Meadows Dr				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	0	29	0	0	0	0	0	41	111	0	0	0	72	7	264	0
4:15 PM		0	1	0	46	0	0	0	0	0	45	140	0	0	0	73	10	315	0
4:30 PM		0	0	0	35	0	0	0	0	0	33	125	0	0	0	82	2	277	0
4:45 PM		0	1	0	32	0	0	0	0	0	40	132	0	0	0	93	7	305	1,161
5:00 PM		0	0	0	25	0	0	0	0	0	32	161	0	0	0	86	4	308	1,205
5:15 PM		0	1	0	36	0	0	0	0	0	37	142	0	0	0	87	4	307	1,197
5:30 PM		0	1	0	35	0	0	0	0	0	35	169	0	0	0	61	4	305	1,225
5:45 PM		0	0	0	23	0	0	0	0	0	25	169	0	0	0	58	1	276	1,196
Count Total		0	8	0	261	0	0	0	0	0	288	1,149	0	0	0	612	39	2,357	0
Peak Hour	All	0	3	0	128	0	0	0	0	0	144	604	0	0	0	327	19	1,225	0
	HV	0	0	0	0	0	0	0	0	0	0	10	0	0	0	12	0	22	0
	HV%	-	0%	-	0%	-	-	-	-	-	0%	2%	-	-	-	4%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

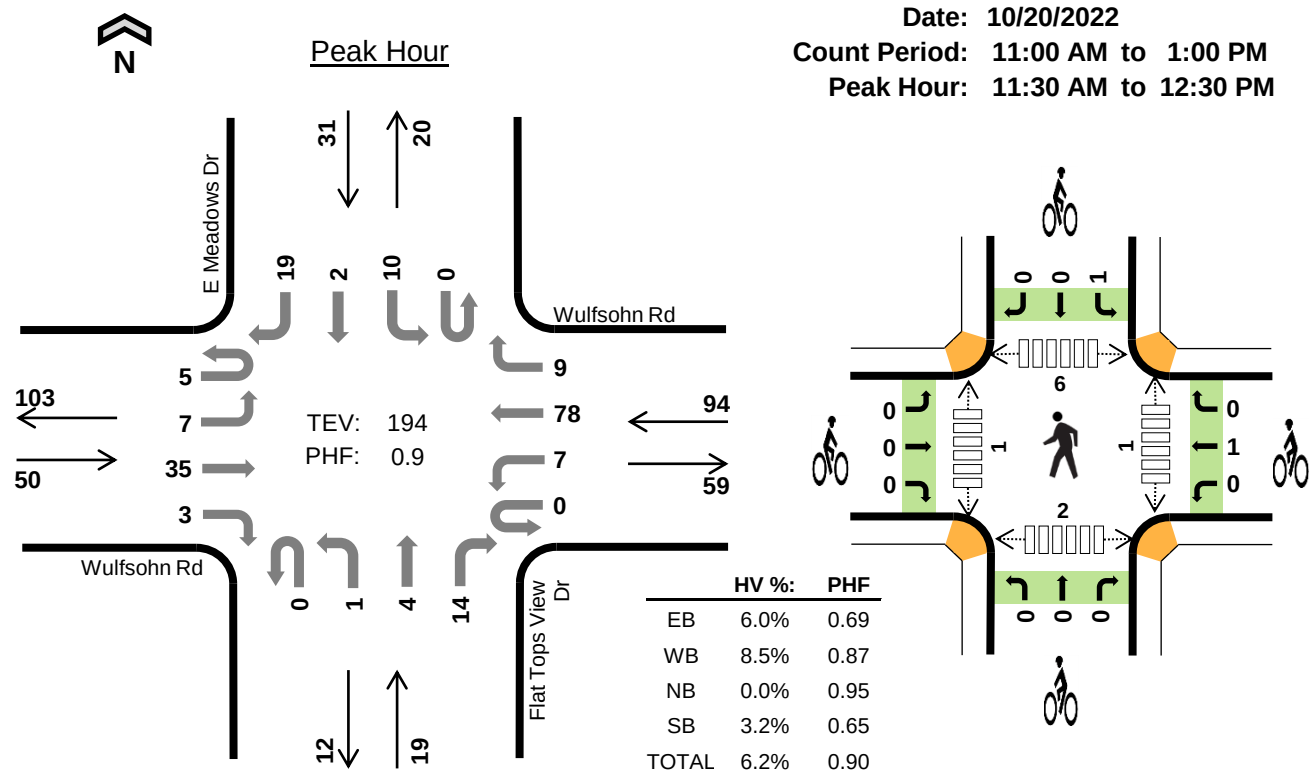
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	4	4	8	1	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	18	22	41	1	0	0	0	1	0	0	0	0	0
Peak Hr	0	0	10	12	22	1	0	0	0	1	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	E Meadows Dr				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	22
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	23
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	24
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	22
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	19
Count Total	0	0	0	1	0	0	0	0	0	0	0	18	0	0	0	20	2	41	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	12	0	22	0

Two-Hour Count Summaries - Bikes																			
Interval Start	E Meadows Dr			n/a			Midland Ave			Midland Ave			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Peak Hour	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Flat Tops View Dr Wulfsohn Rd



Two-Hour Count Summaries

Interval Start		Wulfsohn Rd				Wulfsohn Rd				Flat Tops View Dr				E Meadows Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		2	6	9	0	0	0	6	4	0	2	0	0	0	1	0	2	32	0
11:15 AM		0	0	5	2	0	1	13	0	0	0	1	2	0	6	0	4	34	0
11:30 AM		1	2	10	1	0	1	23	2	0	0	1	4	0	3	1	5	54	0
11:45 AM		2	1	6	1	0	2	24	1	0	0	1	4	0	3	0	9	54	174
12:00 PM		0	1	7	0	0	1	14	3	0	0	2	3	0	2	0	3	36	178
12:15 PM		2	3	12	1	0	3	17	3	0	1	0	3	0	2	1	2	50	194
12:30 PM		2	2	14	0	0	2	14	6	0	0	0	0	0	1	0	3	44	184
12:45 PM		0	7	12	1	0	1	17	5	0	2	2	1	0	1	0	3	52	182
Count Total		9	22	75	6	0	11	128	24	0	5	7	17	0	19	2	31	356	0
Peak Hour	All	5	7	35	3	0	7	78	9	0	1	4	14	0	10	2	19	194	0
	HV	0	0	3	0	0	0	7	1	0	0	0	0	0	1	0	0	12	0
	HV%	0%	0%	9%	0%	-	0%	9%	11%	-	0%	0%	0%	-	10%	0%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	1	0	0	2	0	0	0	0	0	1	1	1	1	4
11:15 AM	0	4	1	0	5	0	0	0	0	0	0	2	4	1	7
11:30 AM	0	2	0	1	3	0	1	0	0	1	0	0	2	0	2
11:45 AM	2	3	0	0	5	0	0	0	1	1	1	1	2	1	5
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2
12:30 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	2	3
12:45 PM	0	2	1	1	4	0	0	0	0	0	2	1	0	0	3
Count Total	5	16	2	2	25	0	1	0	1	2	5	5	11	6	27
Peak Hour	3	8	0	1	12	0	1	0	1	2	1	1	6	2	10

Two-Hour Count Summaries - Heavy Vehicles

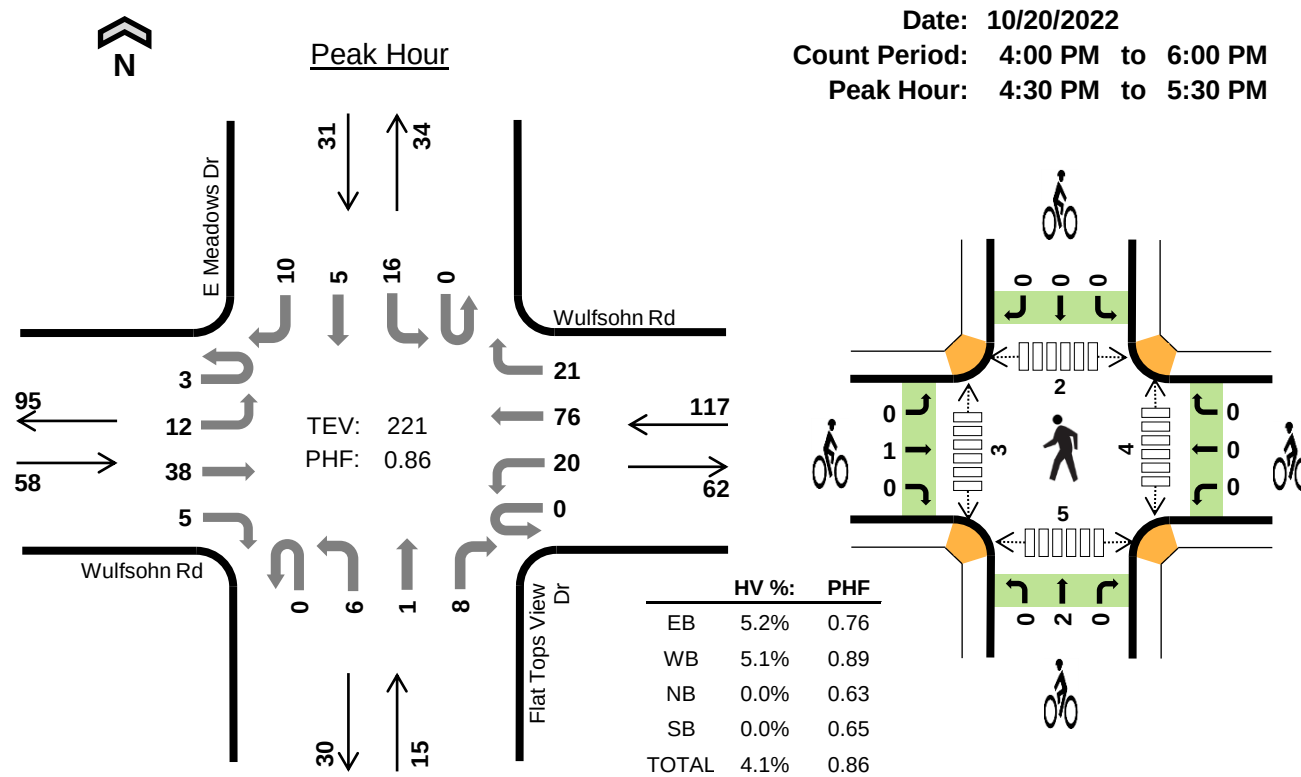
Interval Start	Wulfsohn Rd				Wulfsohn Rd				Flat Tops View Dr				E Meadows Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
11:15 AM	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	5	0
11:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	3	0
11:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	15
12:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
12:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	12
12:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	11
12:45 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	4	10
Count Total	0	0	5	0	0	0	15	1	0	0	2	0	0	2	0	0	25	0
Peak Hour	0	0	3	0	0	0	7	1	0	0	0	0	0	1	0	0	12	0

Two-Hour Count Summaries - Bikes

Interval Start	Wulfsohn Rd			Wulfsohn Rd			Flat Tops View Dr			E Meadows Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	1	0	0	2	0
Peak Hour	0	0	0	0	1	0	0	0	0	1	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Flat Tops View Dr Wulfsohn Rd



Two-Hour Count Summaries

Interval Start		Wulfsohn Rd				Wulfsohn Rd				Flat Tops View Dr				E Meadows Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	9	0	0	5	15	5	0	1	0	3	0	3	0	1	42	0
4:15 PM		0	1	10	1	0	6	12	4	0	2	1	2	0	2	1	2	44	0
4:30 PM		0	7	7	1	0	7	17	9	0	3	1	2	0	3	2	5	64	0
4:45 PM		1	2	8	1	0	2	17	3	0	2	0	2	0	7	1	4	50	200
5:00 PM		1	1	15	2	0	5	21	4	0	0	0	1	0	4	0	0	54	212
5:15 PM		1	2	8	1	0	6	21	5	0	1	0	3	0	2	2	1	53	221
5:30 PM		2	3	10	0	0	2	20	6	0	0	0	5	0	2	0	2	52	209
5:45 PM		2	0	8	1	0	4	21	5	0	0	0	1	0	5	2	1	50	209
Count Total		7	16	75	7	0	37	144	41	0	9	2	19	0	28	8	16	409	0
Peak Hour	All	3	12	38	5	0	20	76	21	0	6	1	8	0	16	5	10	221	0
	HV	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	0
	HV%	0%	0%	8%	0%	-	0%	8%	0%	-	0%	0%	0%	-	0%	0%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	2	2
4:15 PM	1	4	0	0	5	0	0	0	0	0	5	1	1	3	10
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	3	0	0	3	1	0	1	0	2	1	2	0	0	3
5:00 PM	2	0	0	0	2	0	0	1	0	1	2	0	0	2	4
5:15 PM	0	3	0	0	3	0	0	0	0	0	1	1	1	3	6
5:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	4	3	8
Count Total	8	13	0	0	21	1	0	2	0	3	9	5	9	13	36
Peak Hour	3	6	0	0	9	1	0	2	0	3	4	3	2	5	14

Two-Hour Count Summaries - Heavy Vehicles

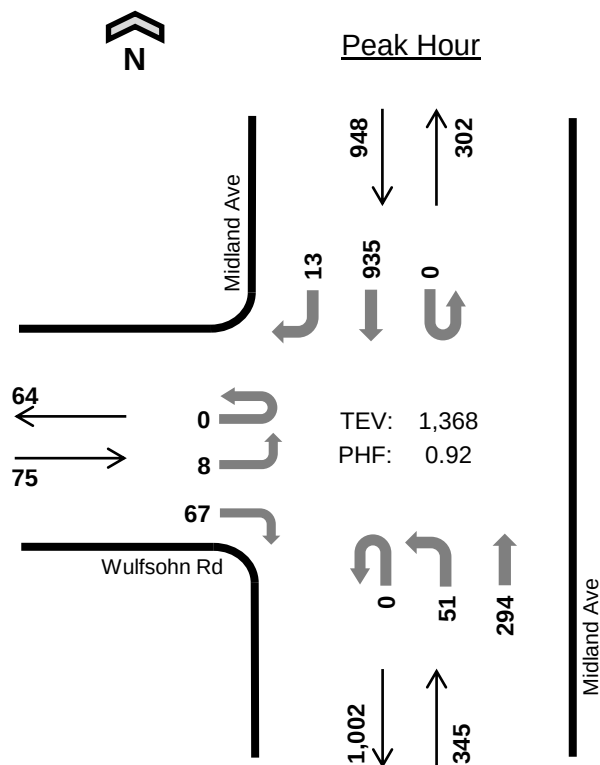
Interval Start	Wulfsohn Rd				Wulfsohn Rd				Flat Tops View Dr				E Meadows Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	11
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
5:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	9
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	0	8	0	0	0	13	0	0	0	0	0	0	0	0	0	21	0
Peak Hour	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	0

Two-Hour Count Summaries - Bikes

Interval Start	Wulfsohn Rd			Wulfsohn Rd			Flat Tops View Dr			E Meadows Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	2	0	0	0	0	3	0
Peak Hour	0	1	0	0	0	0	0	2	0	0	0	0	3	0

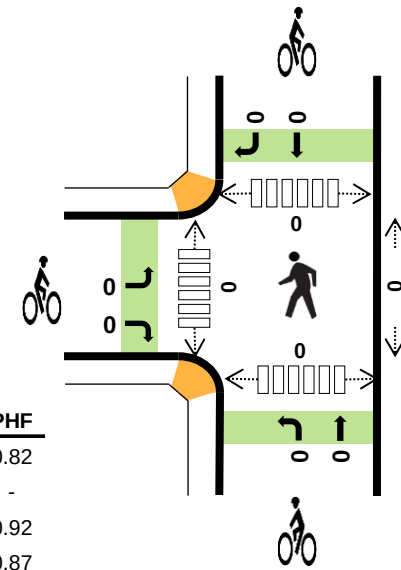
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Midland Ave Wulfsohn Rd



Date: 10/20/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

	HV %:	PHF
EB	8.0%	0.82
WB	-	-
NB	3.5%	0.92
SB	1.9%	0.87
TOTAL	2.6%	0.92



Two-Hour Count Summaries

Interval Start		Wulfsohn Rd				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	0	18	0	0	0	0	0	5	30	0	0	0	83	3	143	0
7:15 AM		0	4	0	14	0	0	0	0	0	14	33	0	0	0	139	1	205	0
7:30 AM		0	0	0	15	0	0	0	0	0	14	63	0	0	0	213	3	308	0
7:45 AM		0	2	0	17	0	0	0	0	0	9	72	0	0	0	268	5	373	1,029
8:00 AM		0	1	0	22	0	0	0	0	0	13	81	0	0	0	237	4	358	1,244
8:15 AM		0	5	0	13	0	0	0	0	0	15	78	0	0	0	217	1	329	1,368
8:30 AM		0	1	0	11	0	0	0	0	0	15	77	0	0	0	167	5	276	1,336
8:45 AM		0	1	0	13	0	0	0	0	0	16	62	0	0	0	107	3	202	1,165
Count Total		0	18	0	123	0	0	0	0	0	101	496	0	0	0	1,431	25	2,194	0
Peak Hour	All	0	8	0	67	0	0	0	0	0	51	294	0	0	0	935	13	1,368	0
	HV	0	0	0	6	0	0	0	0	0	4	8	0	0	0	16	2	36	0
	HV%	-	0%	-	9%	-	-	-	-	-	8%	3%	-	-	-	2%	15%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	2	2	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	4	3	9	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	4	2	8	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	2	6	9	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	2	6	10	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	4	4	9	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	5	8	15	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0
Count Total	12	0	26	37	75	0	0	0	0	0	0	0	0	0	0
Peak Hr	6	0	12	18	36	0	0	0	0	0	0	0	0	0	0

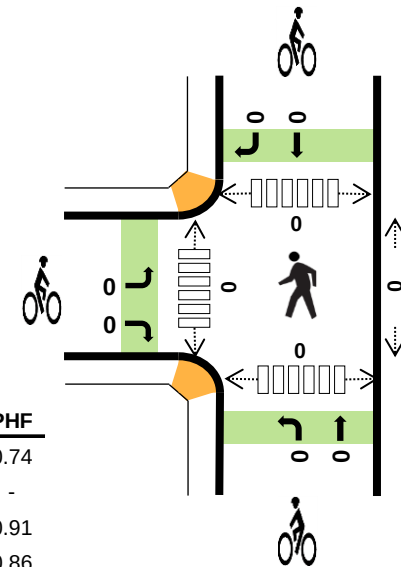
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Wulfsohn Rd				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	0	0	1	1	0	0	0	2	0	6	0
7:15 AM	0	1	0	1	0	0	0	0	0	2	2	0	0	0	3	0	9	0
7:30 AM	0	0	0	2	0	0	0	0	0	1	3	0	0	0	2	0	8	0
7:45 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	5	1	9	32
8:00 AM	0	0	0	2	0	0	0	0	0	1	1	0	0	0	6	0	10	36
8:15 AM	0	0	0	1	0	0	0	0	0	1	3	0	0	0	3	1	9	36
8:30 AM	0	0	0	2	0	0	0	0	0	1	4	0	0	0	7	1	15	43
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	1	9	43
Count Total	0	1	0	11	0	0	0	0	0	8	18	0	0	0	33	4	75	0
Peak Hour	0	0	0	6	0	0	0	0	0	4	8	0	0	0	16	2	36	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Wulfsohn Rd			n/a			Midland Ave			Midland Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	3.9%	0.74
WB	-	-
NB	1.3%	0.91
SB	0.7%	0.86
TOTAL	1.3%	0.91

Interval Start		Wulfsohn Rd				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	0	24	0	0	0	0	1	39	146	0	0	0	104	6	324	0
4:15 PM		0	7	0	32	0	0	0	0	0	29	173	0	0	0	103	8	352	0
4:30 PM		0	4	0	13	0	0	0	0	0	36	161	0	0	0	94	3	311	0
4:45 PM		0	2	0	14	0	0	0	0	0	25	158	0	0	0	113	2	314	1,301
5:00 PM		0	1	0	20	0	0	0	0	0	44	221	0	0	0	120	1	407	1,384
5:15 PM		0	0	0	26	0	0	0	0	0	48	215	0	0	0	103	5	397	1,429
5:30 PM		0	3	0	32	0	0	0	0	0	37	182	0	0	0	95	4	353	1,471
5:45 PM		0	4	0	17	0	0	0	0	0	39	174	0	0	0	88	1	323	1,480
Count Total		0	25	0	178	0	0	0	0	1	297	1,430	0	0	0	820	30	2,781	0
Peak Hour	All	0	8	0	95	0	0	0	0	0	168	792	0	0	0	406	11	1,480	0
	HV	0	0	0	4	0	0	0	0	0	4	8	0	0	0	1	2	19	0
	HV%	-	0%	-	4%	-	-	-	-	-	2%	1%	-	-	-	0%	18%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

[illegible]

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Wulfsohn Rd				n/a				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	3	0	0	0	0	0	1	3	0	0	0	2	0	9	0
4:15 PM	0	0	0	2	0	0	0	0	0	3	2	0	0	0	3	1	11	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	1	9	32
5:00 PM	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	6	29
5:15 PM	0	0	0	0	0	0	0	0	0	2	3	0	0	0	1	1	7	25
5:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	24
5:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4	19
Count Total	0	0	0	10	0	0	0	0	0	10	16	0	0	0	11	4	51	0
Peak Hour	0	0	0	4	0	0	0	0	0	4	8	0	0	0	1	2	19	0

Two-Hour Count Summaries - Bikes

Interval Start	Wulfsohn Rd			n/a			Midland Ave			Midland Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	0	0	0	5	0	26	0	0	46	22	0	86	89	0	274	0
7:45 AM		0	0	0	0	0	9	0	34	0	0	67	27	0	108	101	0	346	0
8:00 AM		0	0	0	0	0	14	0	40	0	0	48	40	0	154	98	0	394	0
8:15 AM		0	0	0	0	0	14	0	52	0	0	43	32	0	132	78	0	351	1,365
Peak Hour	All	0	0	0	0	0	42	0	152	0	0	204	121	0	480	366	0	1,365	0
	HV	0	0	0	0	0	0	0	10	0	0	3	1	0	9	10	0	33	0
	HV%	-	-	-	-	-	0%	-	7%	-	-	1%	1%	-	2%	3%	-	2%	0

Note: For all three-hour count summary, see next page.

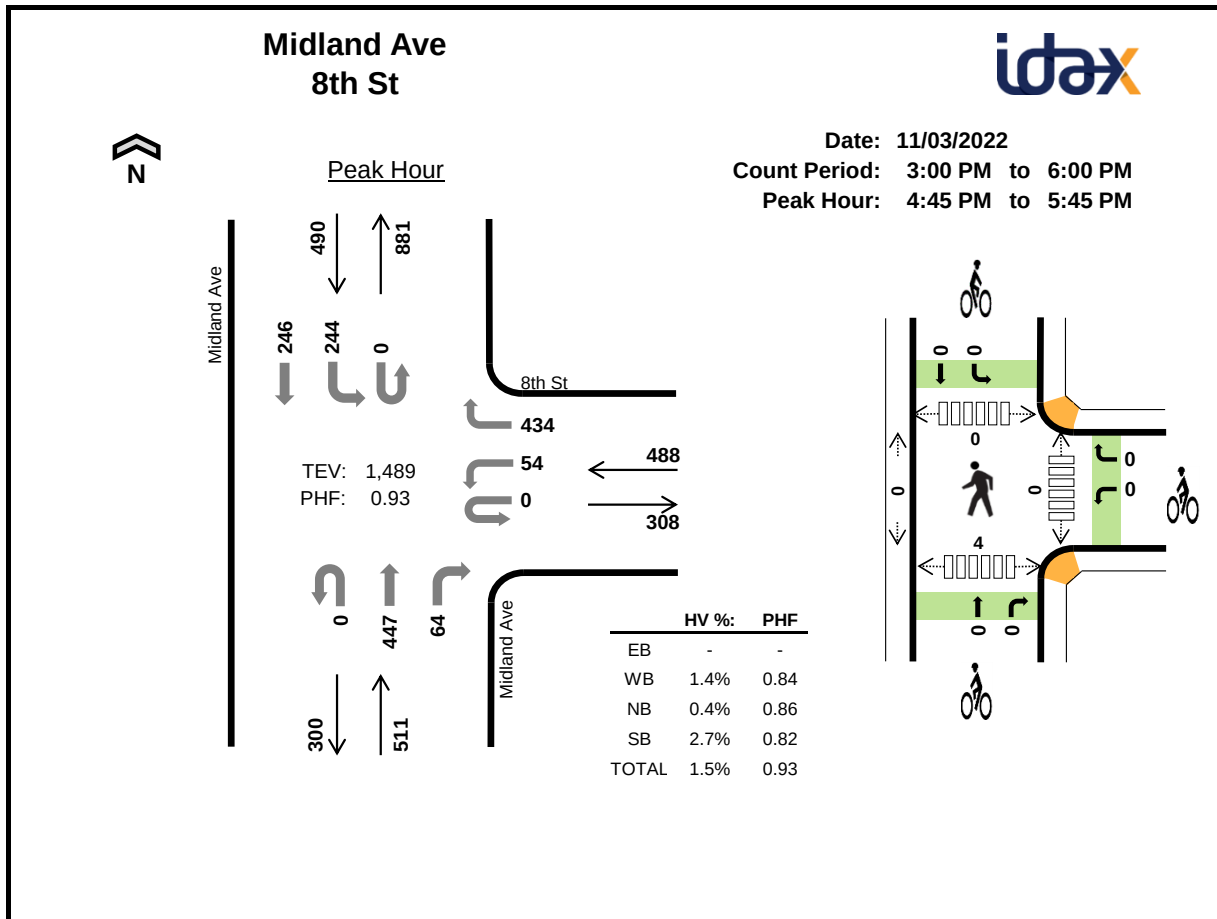
[illegible]

Three-Hour Count Summaries																			
Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	0	0	0	2	0	14	0	0	7	2	0	21	19	0	65	0
6:15 AM		0	0	0	0	0	1	0	7	0	0	16	4	0	11	33	0	72	0
6:30 AM		0	0	0	0	0	4	0	13	0	0	20	6	0	32	51	0	126	0
6:45 AM		0	0	0	0	0	4	0	14	0	0	21	7	0	34	67	0	147	410
7:00 AM		0	0	0	0	0	2	0	20	0	0	19	12	0	53	55	0	161	506
7:15 AM		0	0	0	0	0	5	0	20	0	0	22	10	0	54	104	0	215	649
7:30 AM		0	0	0	0	0	5	0	26	0	0	46	22	0	86	89	0	274	797
7:45 AM		0	0	0	0	0	9	0	34	0	0	67	27	0	108	101	0	346	996
8:00 AM		0	0	0	0	0	14	0	40	0	0	48	40	0	154	98	0	394	1,229
8:15 AM		0	0	0	0	0	14	0	52	0	0	43	32	0	132	78	0	351	1,365
8:30 AM		0	0	0	0	0	11	0	35	0	0	37	13	0	70	73	0	239	1,330
8:45 AM		0	0	0	0	0	4	0	38	0	0	30	14	0	61	58	0	205	1,189
Count Total		0	0	0	0	0	75	0	313	0	0	376	189	0	816	826	0	2,595	0
Peak Hour	All	0	0	0	0	0	42	0	152	0	0	204	121	0	480	366	0	1,365	0
	HV	0	0	0	0	0	0	0	10	0	0	3	1	0	9	10	0	33	0
	HV%	-	-	-	-	-	0%	-	7%	-	-	1%	1%	-	2%	3%	-	2%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:00 AM		0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM		0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM		0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		0	4	1	3	8	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	4	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		0	3	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		0	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM		0	3	2	7	12	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM		0	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM		0	2	1	9	12	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM		0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total		0	24	7	46	77	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hr		0	10	4	19	33	0	0	0	0	0	0	0	0	0	0	0	0	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	0
6:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	4	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	11
7:00 AM	0	0	0	0	0	0	0	4	0	0	1	0	0	2	1	0	8	15
7:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	2	4	0	10	24
7:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	2	3	0	9	29
7:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	1	1	0	6	33
8:00 AM	0	0	0	0	0	0	0	3	0	0	1	1	0	3	4	0	12	37
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	2	0	6	33
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	4	5	0	12	36
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	33
Count Total	0	0	0	0	0	0	0	24	0	0	4	3	0	24	22	0	77	0
Peak Hour	0	0	0	0	0	0	0	10	0	0	3	1	0	9	10	0	33	0

Three-Hour Count Summaries - Bikes																		
Interval Start	n/a			8th St			Midland Ave			Midland Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	0	0	0	0	7	0	108	0	0	73	13	0	56	45	0	302	0
5:00 PM		0	0	0	0	0	16	0	129	0	0	119	17	0	56	58	0	395	0
5:15 PM		0	0	0	0	0	18	0	109	0	0	133	15	0	60	66	0	401	0
5:30 PM		0	0	0	0	0	13	0	88	0	0	122	19	0	72	77	0	391	1,489
Peak Hour	All	0	0	0	0	0	54	0	434	0	0	447	64	0	244	246	0	1,489	0
	HV	0	0	0	0	0	0	0	7	0	0	2	0	0	8	5	0	22	0
	HV%	-	-	-	-	-	0%	-	2%	-	-	0%	0%	-	3%	2%	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	4	0	4	8	0	0	0	0	0	0	0	0	2	2
5:30 PM	0	2	1	4	7	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	7	2	13	22	0	0	0	0	0	0	0	0	4	4

Three-Hour Count Summaries																			
Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	3:00 PM	0	0	0	0	0	12	0	74	0	0	44	15	0	68	60	0	273	
	3:15 PM	0	0	0	0	0	12	0	85	0	0	63	21	0	95	46	0	322	
	3:30 PM	0	0	0	0	0	18	0	113	0	0	67	22	0	77	49	0	346	
	3:45 PM	0	0	0	0	0	23	0	123	0	0	81	17	0	63	55	0	362	
	4:00 PM	0	0	0	0	0	16	0	89	0	0	78	14	0	57	69	0	323	
	4:15 PM	0	0	0	0	0	12	0	79	0	0	85	14	0	57	65	0	312	
	4:30 PM	0	0	0	0	0	22	0	118	0	0	94	11	0	52	72	0	369	
	4:45 PM	0	0	0	0	0	7	0	108	0	0	73	13	0	56	45	0	302	
	5:00 PM	0	0	0	0	0	16	0	129	0	0	119	17	0	56	58	0	395	
	5:15 PM	0	0	0	0	0	18	0	109	0	0	133	15	0	60	66	0	401	
	5:30 PM	0	0	0	0	0	13	0	88	0	0	122	19	0	72	77	0	391	
	5:45 PM	0	0	0	0	0	16	0	66	0	0	93	14	0	57	36	0	282	
Count Total		0	0	0	0	0	185	0	1,181	0	0	1,052	192	0	770	698	0	4,078	
Peak Hour	All	0	0	0	0	0	54	0	434	0	0	447	64	0	244	246	0	1,489	
	HV	0	0	0	0	0	0	0	7	0	0	2	0	0	8	5	0	22	
	HV%	-	-	-	-	-	0%	-	2%	-	-	0%	0%	-	3%	2%	-	1%	
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
	3:00 PM	0	2	2	5	9	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	7	2	3	12	0	0	0	0	0	1	0	0	0	1			
	3:30 PM	0	3	1	4	8	0	0	0	0	0	1	0	0	0	1			
	3:45 PM	0	1	1	2	4	0	0	0	0	0	4	0	0	1	5			
	4:00 PM	0	4	1	5	10	0	0	0	0	0	0	0	0	0	0			
	4:15 PM	0	5	2	4	11	0	0	0	0	0	0	0	0	3	3			
	4:30 PM	0	4	0	6	10	0	0	0	0	0	1	0	0	0	1			
	4:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1			
	5:00 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	1	1			
	5:15 PM	0	4	0	4	8	0	0	0	0	0	0	0	0	2	2			
	5:30 PM	0	2	1	4	7	0	0	0	0	0	0	0	0	0	0			
	5:45 PM	0	2	0	1	3	0	0	0	0	0	4	0	0	0	4			
Count Total		0	35	11	43	89	0	0	0	0	0	11	0	0	8	19			
Peak Hr		0	7	2	13	22	0	0	0	0	0	0	0	0	4	4			

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	0	4	1	0	9	0
3:15 PM	0	0	0	0	0	0	0	7	0	0	1	1	0	2	1	0	12	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	3	1	0	8	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	4	33
4:00 PM	0	0	0	0	0	1	0	3	0	0	1	0	0	3	2	0	10	34
4:15 PM	0	0	0	0	0	0	0	5	0	0	2	0	0	1	3	0	11	33
4:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	4	2	0	10	35
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	33
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0	5	28
5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	1	3	0	8	25
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	4	0	0	7	22
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	23
Count Total	0	0	0	0	0	1	0	34	0	0	9	2	0	27	16	0	89	0
Peak Hour	0	0	0	0	0	0	0	7	0	0	2	0	0	8	5	0	22	0

Three-Hour Count Summaries - Bikes																
Interval Start	n/a			8th St			Midland Ave			Midland Ave			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Pitkin Ave 8th St

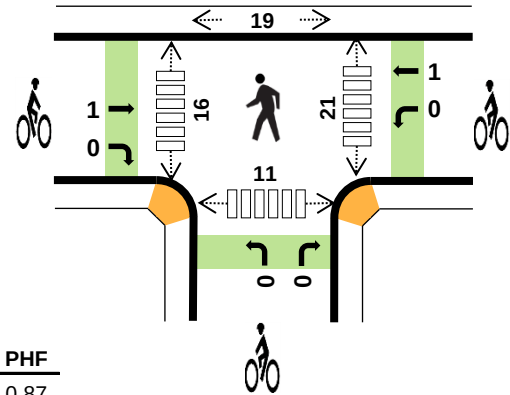
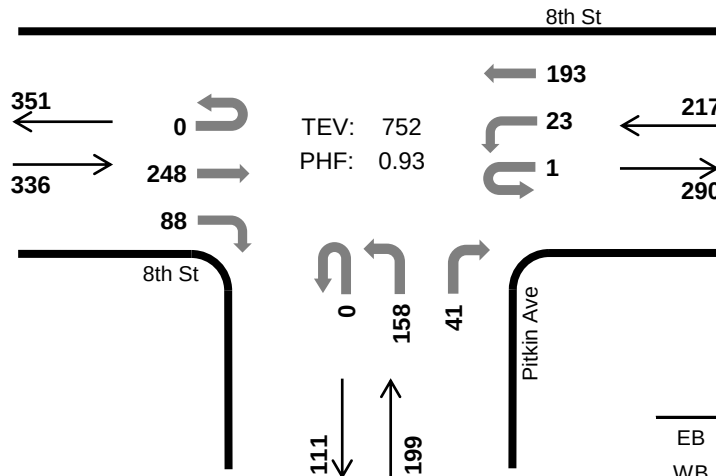


Peak Hour

Date: 10/20/2022

Count Period: 11:00 AM to 1:00 PM

Peak Hour: 11:45 AM to 12:45 PM



	HV %:	PHF
EB	1.8%	0.87
WB	3.2%	0.95
NB	0.5%	0.89
SB	-	-
TOTAL	1.9%	0.93

Two-Hour Count Summaries

Interval Start		8th St				8th St				Pitkin Ave				N/A				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	0	56	16	0	3	33	0	0	27	0	6	0	0	0	0	141	0
11:15 AM		0	0	56	16	0	4	39	0	0	20	0	8	0	0	0	0	143	0
11:30 AM		0	0	58	26	0	5	52	0	0	28	0	9	0	0	0	0	178	0
11:45 AM		0	0	59	25	0	5	44	0	0	38	0	7	0	0	0	0	178	640
12:00 PM		0	0	59	18	1	6	48	0	0	44	0	12	0	0	0	0	188	687
12:15 PM		0	0	77	20	0	7	49	0	0	37	0	12	0	0	0	0	202	746
12:30 PM		0	0	53	25	0	5	52	0	0	39	0	10	0	0	0	0	184	752
12:45 PM		0	0	51	22	0	5	42	0	0	30	0	12	0	0	0	0	162	736
Count Total		0	0	469	168	1	40	359	0	0	263	0	76	0	0	0	0	1,376	0
Peak Hour	All	0	0	248	88	1	23	193	0	0	158	0	41	0	0	0	0	752	0
	HV	0	0	6	0	0	0	7	0	0	0	0	1	0	0	0	0	14	0
	HV%	-	-	2%	0%	0%	0%	4%	-	-	0%	-	2%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	4	3	0	0	7	0	0	0	0	0	0	2	4	0	6
11:15 AM	0	4	0	0	4	0	0	0	0	0	4	5	8	3	20
11:30 AM	2	2	0	0	4	0	0	0	0	0	1	2	8	11	22
11:45 AM	1	2	0	0	3	0	0	0	0	0	6	3	1	4	14
12:00 PM	3	4	0	0	7	1	1	0	0	2	5	3	4	2	14
12:15 PM	2	0	0	0	2	0	0	0	0	0	7	4	3	3	17
12:30 PM	0	1	1	0	2	0	0	0	0	0	3	6	11	2	22
12:45 PM	3	4	1	0	8	1	0	0	0	1	3	8	15	8	34
Count Total	15	20	2	0	37	2	1	0	0	3	29	33	54	33	149
Peak Hr	6	7	1	0	14	1	1	0	0	2	21	16	19	11	67

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	8th St				8th St				Pitkin Ave				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
11:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0
11:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
11:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	18
12:00 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	18
12:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	14
12:45 PM	0	0	2	1	0	0	4	0	0	0	0	1	0	0	0	0	8	19
Count Total	0	0	14	1	0	0	20	0	0	0	0	2	0	0	0	0	37	0
Peak Hour	0	0	6	0	0	0	7	0	0	0	0	1	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes

Interval Start	8th St			8th St			Pitkin Ave			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Pitkin Ave 8th St

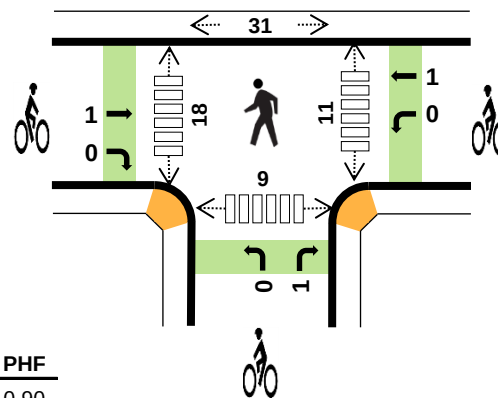
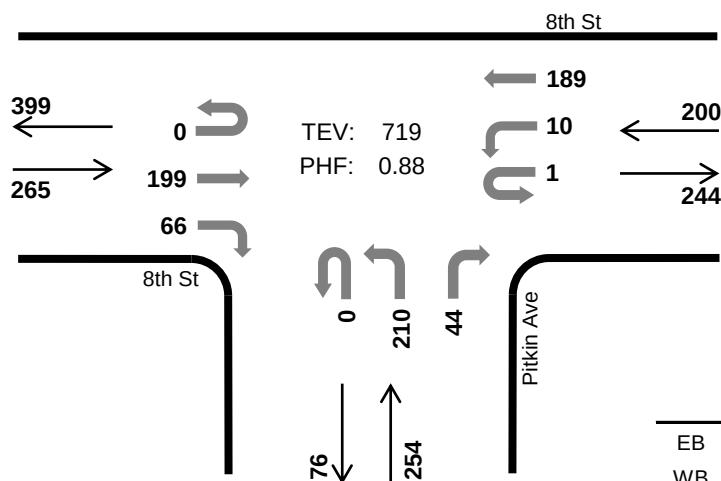


Peak Hour

Date: 10/20/2022

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	2.3%	0.90
WB	3.0%	0.88
NB	0.8%	0.84
SB	-	-
TOTAL	1.9%	0.88

Two-Hour Count Summaries

Interval Start		8th St				8th St				Pitkin Ave				N/A				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	60	21	2	1	51	0	0	33	0	9	0	0	0	0	177	0
4:15 PM		0	0	48	16	0	5	54	0	0	41	0	8	0	0	0	0	172	0
4:30 PM		0	0	51	17	1	1	45	0	0	46	0	14	0	0	0	0	175	0
4:45 PM		0	0	43	14	0	3	38	0	0	40	0	8	0	0	0	0	146	670
5:00 PM		0	0	50	16	0	4	53	0	0	62	0	8	0	0	0	0	193	686
5:15 PM		0	0	55	19	0	2	53	0	0	62	0	14	0	0	0	0	205	719
5:30 PM		0	0	55	20	0	4	45	0	0	31	0	8	0	0	0	0	163	707
5:45 PM		0	0	43	29	0	1	40	0	0	34	0	9	0	0	0	0	156	717
Count Total		0	0	405	152	3	21	379	0	0	349	0	78	0	0	0	0	1,387	0
Peak Hour	All	0	0	199	66	1	10	189	0	0	210	0	44	0	0	0	0	719	0
	HV	0	0	6	0	0	0	6	0	0	2	0	0	0	0	0	0	14	0
	HV%	-	-	3%	0%	0%	0%	3%	-	-	1%	-	0%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	1	0	4	0	0	0	0	0	2	1	5	2	10
4:15 PM	1	1	3	0	5	0	0	0	0	0	2	2	8	7	19
4:30 PM	3	0	0	0	3	0	1	0	0	1	2	4	18	0	24
4:45 PM	0	3	0	0	3	1	0	0	0	1	6	2	3	6	17
5:00 PM	1	0	0	0	1	0	0	1	0	1	3	10	2	3	18
5:15 PM	2	3	2	0	7	0	0	0	0	0	0	2	8	0	10
5:30 PM	1	0	0	0	1	0	0	0	0	0	5	5	5	0	15
5:45 PM	1	2	2	0	5	0	0	0	0	0	0	5	9	8	22
Count Total	10	11	8	0	29	1	1	1	0	3	20	31	58	26	135
Peak Hr	6	6	2	0	14	1	1	1	0	3	11	18	31	9	69

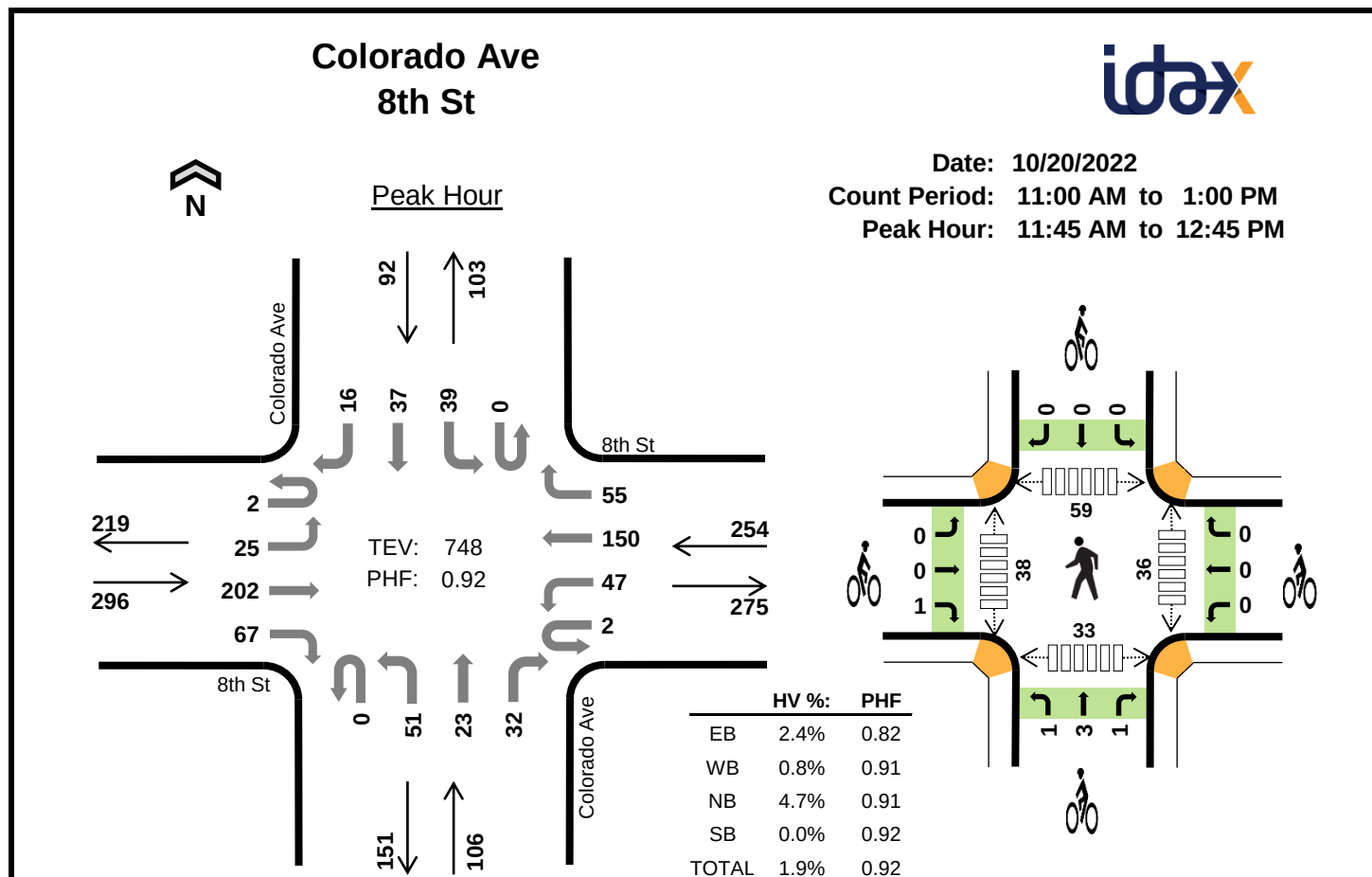
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	8th St				8th St				Pitkin Ave				N/A				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	1	0	0	0	1	0	0	2	0	1	0	0	0	0	0	5	0
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	15
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
5:15 PM	0	0	2	0	0	0	3	0	0	2	0	0	0	0	0	0	0	7	14
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
5:45 PM	0	0	1	0	0	0	2	0	0	1	0	1	0	0	0	0	0	5	14
Count Total	0	0	10	0	0	0	11	0	0	6	0	2	0	0	0	0	0	29	0
Peak Hour	0	0	6	0	0	0	6	0	0	2	0	0	0	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes

Interval Start	8th St			8th St			Pitkin Ave			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	1	0	0	0	1	0	0	0	3	0
Peak Hour	0	1	0	0	1	0	0	0	1	0	0	0	3	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start		8th St				8th St				Colorado Ave				Colorado Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	4	46	13	1	5	24	9	0	9	3	4	0	13	4	4	139	0
11:15 AM		0	8	42	12	1	5	28	22	0	8	8	4	0	7	5	8	158	0
11:30 AM		0	7	41	18	0	9	38	15	0	13	3	6	0	5	12	6	173	0
11:45 AM		0	6	50	13	0	12	34	8	0	12	4	11	0	10	9	3	172	642
12:00 PM		1	7	46	20	1	12	39	13	0	15	4	7	0	11	10	2	188	691
12:15 PM		1	5	64	20	0	9	39	17	0	13	6	5	0	11	10	4	204	737
12:30 PM		0	7	42	14	1	14	38	17	0	11	9	9	0	7	8	7	184	748
12:45 PM		0	5	44	16	0	11	37	12	0	8	6	8	0	7	7	2	163	739
Count Total		2	49	375	126	4	77	277	113	0	89	43	54	0	71	65	36	1,381	0
Peak Hour	All	2	25	202	67	2	47	150	55	0	51	23	32	0	39	37	16	748	0
	HV	0	0	4	3	0	0	2	0	0	5	0	0	0	0	0	0	14	0
	HV%	0%	0%	2%	4%	0%	0%	1%	0%	-	10%	0%	0%	-	0%	0%	0%	2%	0

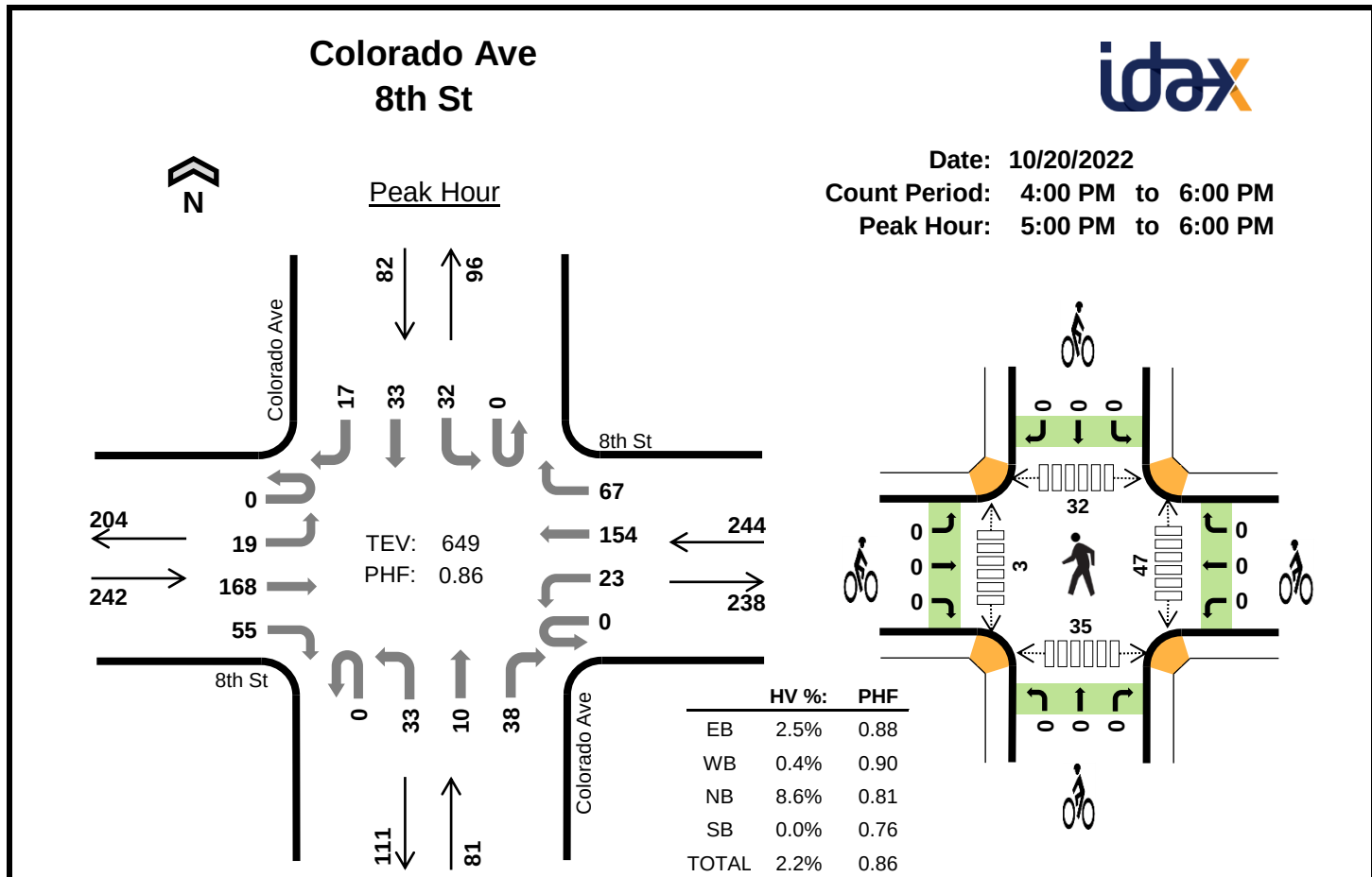
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	6	0	2	0	8	0	0	0	0	0	7	10	6	1	24
11:15 AM	0	2	2	1	5	0	0	0	0	0	23	8	6	2	39
11:30 AM	2	1	3	1	7	0	0	0	0	0	10	1	12	17	40
11:45 AM	1	0	2	0	3	0	0	0	0	0	5	13	7	8	33
12:00 PM	3	2	2	0	7	1	0	1	0	2	8	8	16	4	36
12:15 PM	2	0	0	0	2	0	0	0	0	0	11	11	19	15	56
12:30 PM	1	0	1	0	2	0	0	4	0	4	12	6	17	6	41
12:45 PM	2	4	0	0	6	0	0	0	0	0	18	20	28	13	79
Count Total	17	9	12	2	40	1	0	5	0	6	94	77	111	66	348
Peak Hour	7	2	5	0	14	1	0	5	0	6	36	38	59	33	166

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Colorado Ave				Colorado Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0	8	0
11:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	5	0
11:30 AM	0	0	2	0	0	0	0	1	0	2	1	0	0	0	0	1	7	0
11:45 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	23
12:00 PM	0	0	2	1	0	0	2	0	0	2	0	0	0	0	0	0	7	22
12:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	19
12:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	14
12:45 PM	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0	0	6	17
Count Total	0	0	10	7	0	0	8	1	0	11	1	0	0	1	1	0	40	0
Peak Hour	0	0	4	3	0	0	2	0	0	5	0	0	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes																	
Interval Start	8th St			8th St			Colorado Ave			Colorado Ave			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	2	2			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
12:30 PM	0	0	0	0	0	0	0	3	1	0	0	0	4	6			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
Count Total	0	0	1	0	0	0	1	3	1	0	0	0	6	0			
Peak Hour	0	0	1	0	0	0	1	3	1	0	0	0	6	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		8th St				8th St				Colorado Ave				Colorado Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	6	49	17	0	4	42	15	0	10	1	11	0	8	5	4	172	0
4:15 PM		0	6	38	10	1	4	37	10	0	18	2	12	0	4	5	3	150	0
4:30 PM		0	7	42	17	0	12	31	13	0	11	1	8	0	12	5	1	160	0
4:45 PM		0	6	35	10	1	10	34	8	0	6	3	6	0	11	1	3	134	616
5:00 PM		0	2	43	15	0	5	40	14	0	13	1	8	0	6	6	6	159	603
5:15 PM		0	7	47	15	0	5	39	24	0	11	2	12	0	13	11	3	189	642
5:30 PM		0	6	41	13	0	10	40	15	0	4	4	11	0	6	6	6	162	644
5:45 PM		0	4	37	12	0	3	35	14	0	5	3	7	0	7	10	2	139	649
Count Total		0	44	332	109	2	53	298	113	0	78	17	75	0	67	49	28	1,265	0
Peak Hour	All	0	19	168	55	0	23	154	67	0	33	10	38	0	32	33	17	649	0
	HV	0	0	0	6	0	1	0	0	0	6	0	1	0	0	0	0	14	0
	HV%	-	0%	0%	11%	-	4%	0%	0%	-	18%	0%	3%	-	0%	0%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	2	1	4	0	0	0	0	0	6	4	6	7	23
4:15 PM	1	0	1	1	3	0	0	0	0	0	13	11	7	15	46
4:30 PM	2	3	2	0	7	0	0	2	0	2	13	5	15	1	34
4:45 PM	1	1	2	1	5	1	0	1	0	2	4	0	7	2	13
5:00 PM	1	1	3	0	5	0	0	0	0	0	7	2	1	6	16
5:15 PM	2	0	2	0	4	0	0	0	0	0	13	0	12	7	32
5:30 PM	1	0	0	0	1	0	0	0	0	0	7	1	6	14	28
5:45 PM	2	0	2	0	4	0	0	0	0	0	20	0	13	8	41
Count Total	11	5	14	3	33	1	0	3	0	4	83	23	67	60	233
Peak Hour	6	1	7	0	14	0	0	0	0	0	47	3	32	35	117

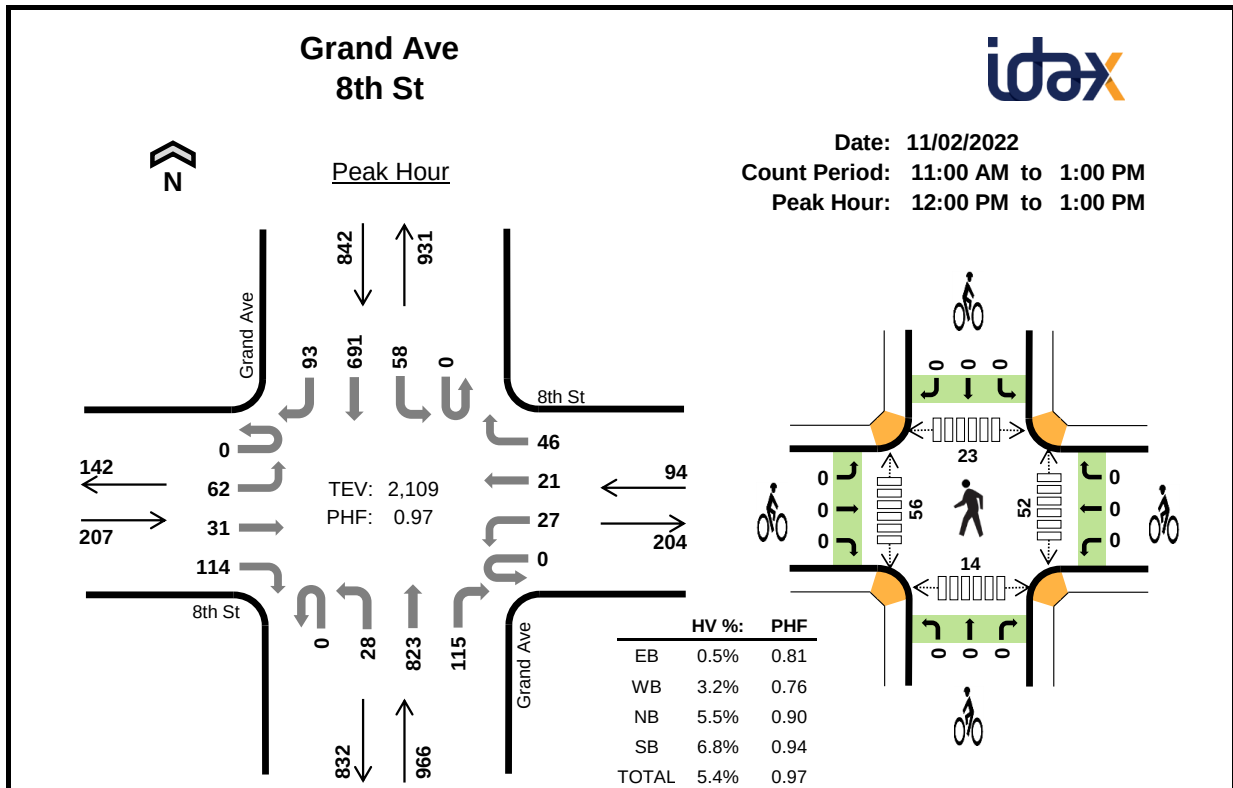
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	8th St				8th St				Colorado Ave				Colorado Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	4	0
4:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	3	0
4:30 PM	0	0	0	2	0	1	0	2	0	1	0	1	0	0	0	0	7	0
4:45 PM	0	0	0	1	0	0	0	1	0	2	0	0	0	1	0	0	5	19
5:00 PM	0	0	0	1	0	1	0	0	0	2	0	1	0	0	0	0	5	20
5:15 PM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	21
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15
5:45 PM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	14
Count Total	0	0	0	11	0	2	0	3	0	12	0	2	0	1	2	0	33	0
Peak Hour	0	0	0	6	0	1	0	0	0	6	0	1	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes

Interval Start	8th St			8th St			Colorado Ave			Colorado Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0
4:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	1	2	0	0	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		8th St				8th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	17	8	28	0	4	4	13	0	18	187	12	0	8	147	15	461	0
11:15 AM		0	17	5	29	0	7	8	12	0	6	187	17	0	8	175	18	489	0
11:30 AM		0	24	10	34	0	6	1	13	0	10	201	23	0	14	149	19	504	0
11:45 AM		0	22	8	33	0	3	3	6	0	10	178	26	0	15	164	22	490	1,944
12:00 PM		0	14	6	28	0	5	4	10	0	7	194	35	0	11	183	21	518	2,001
12:15 PM		0	19	6	27	0	7	4	7	0	7	205	19	0	12	170	24	507	2,019
12:30 PM		0	11	5	27	0	11	6	14	0	8	231	28	0	16	162	20	539	2,054
12:45 PM		0	18	14	32	0	4	7	15	0	6	193	33	0	19	176	28	545	2,109
Count Total		0	142	62	238	0	47	37	90	0	72	1,576	193	0	103	1,326	167	4,053	0
Peak Hour	All	0	62	31	114	0	27	21	46	0	28	823	115	0	58	691	93	2,109	0
	HV	0	1	0	0	0	1	0	2	0	1	52	0	0	0	55	2	114	0
	HV%	-	2%	0%	0%	-	4%	0%	4%	-	4%	6%	0%	-	0%	8%	2%	5%	0

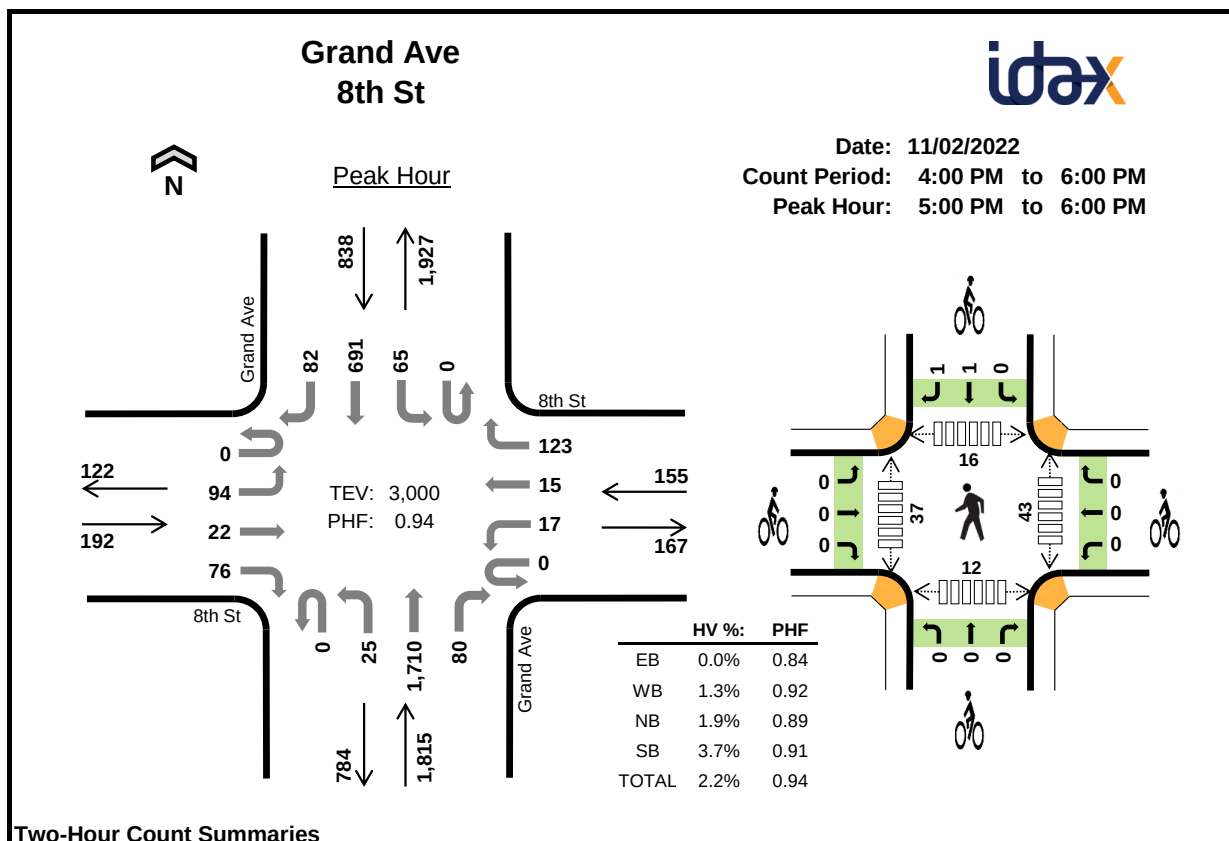
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	1	20	14	36	0	0	0	0	0	4	6	2	0	12
11:15 AM	0	0	16	11	27	0	0	0	0	0	4	12	6	5	27
11:30 AM	1	0	16	10	27	0	0	0	0	0	7	10	12	5	34
11:45 AM	1	2	16	16	35	0	0	0	0	0	6	14	2	3	25
12:00 PM	0	0	9	15	24	0	0	0	0	0	8	16	1	2	27
12:15 PM	0	3	18	11	32	0	0	0	0	0	20	13	0	5	38
12:30 PM	0	0	16	17	33	0	0	0	0	0	11	14	6	4	35
12:45 PM	1	0	10	14	25	0	0	0	0	0	13	13	16	3	45
Count Total	4	6	121	108	239	0	0	0	0	0	73	98	45	27	243
Peak Hour	1	3	53	57	114	0	0	0	0	0	52	56	23	14	145

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	1	0	0	0	1	0	1	19	0	0	1	12	1	36	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	11	0	27	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	16	0	0	0	9	1	27	0
11:45 AM	0	0	0	1	0	1	0	1	0	1	15	0	0	0	16	0	35	125
12:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	15	0	24	113
12:15 PM	0	0	0	0	0	1	0	2	0	1	17	0	0	0	11	0	32	118
12:30 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	17	0	33	124
12:45 PM	0	1	0	0	0	0	0	0	0	0	10	0	0	0	12	2	25	114
Count Total	0	2	0	2	0	2	0	4	0	3	118	0	0	1	103	4	239	0
Peak Hour	0	1	0	0	0	1	0	2	0	1	52	0	0	0	55	2	114	0

Two-Hour Count Summaries - Bikes																	
Interval Start	8th St			8th St			Grand Ave			Grand Ave			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start		8th St				8th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	24	8	26	0	5	9	19	0	3	326	39	0	11	143	21	634	0
4:15 PM		0	20	8	24	0	7	4	18	0	10	367	32	0	11	146	20	667	0
4:30 PM		0	29	3	14	0	2	4	21	0	5	413	23	0	16	160	21	711	0
4:45 PM		0	31	6	26	0	5	4	18	0	2	388	27	0	18	154	20	699	2,711
5:00 PM		0	20	8	16	0	7	3	32	0	5	489	17	0	15	171	18	801	2,878
5:15 PM		0	25	3	27	0	2	2	33	0	5	413	19	0	11	171	19	730	2,941
5:30 PM		0	16	5	15	0	5	5	30	0	8	436	17	0	20	182	27	766	2,996
5:45 PM		0	33	6	18	0	3	5	28	0	7	372	27	0	19	167	18	703	3,000
Count Total		0	198	47	166	0	36	36	199	0	45	3,204	201	0	121	1,294	164	5,711	0
Peak Hour	All	0	94	22	76	0	17	15	123	0	25	1,710	80	0	65	691	82	3,000	0
	HV	0	0	0	0	0	1	0	1	0	1	33	0	0	0	30	1	67	0
	HV%	-	0%	0%	0%	-	6%	0%	1%	-	4%	2%	0%	-	0%	4%	1%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	9	8	17	0	0	0	0	0	11	6	9	4	30
4:15 PM	0	1	12	8	21	0	0	0	0	0	12	6	9	5	32
4:30 PM	0	0	9	11	20	0	0	0	0	0	13	13	6	6	38
4:45 PM	0	0	10	6	16	0	0	0	0	0	7	12	4	3	26
5:00 PM	0	0	7	8	15	0	0	0	0	0	14	12	9	6	41
5:15 PM	0	0	12	10	22	0	0	0	0	0	9	12	7	2	30
5:30 PM	0	2	8	9	19	0	0	0	0	0	8	9	0	1	18
5:45 PM	0	0	7	4	11	0	0	0	2	2	12	4	0	3	19
Count Total	0	3	74	64	141	0	0	0	2	2	86	74	44	30	234
Peak Hour	0	2	34	31	67	0	0	0	2	2	43	37	16	12	108

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	17	0
4:15 PM	0	0	0	0	0	1	0	0	0	1	11	0	0	0	7	1	21	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	1	10	0	20	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	6	0	16	74
5:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15	72
5:15 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	10	0	22	73
5:30 PM	0	0	0	0	0	1	0	1	0	1	7	0	0	0	8	1	19	72
5:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	11	67
Count Total	0	0	0	0	0	2	0	1	0	2	72	0	0	1	61	2	141	0
Peak Hour	0	0	0	0	0	1	0	1	0	1	33	0	0	0	30	1	67	0

Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Grand Ave			Grand Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	2				
Count Total	0	0	0	0	0	0	0	0	0	0	1	1	2	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	1	2	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

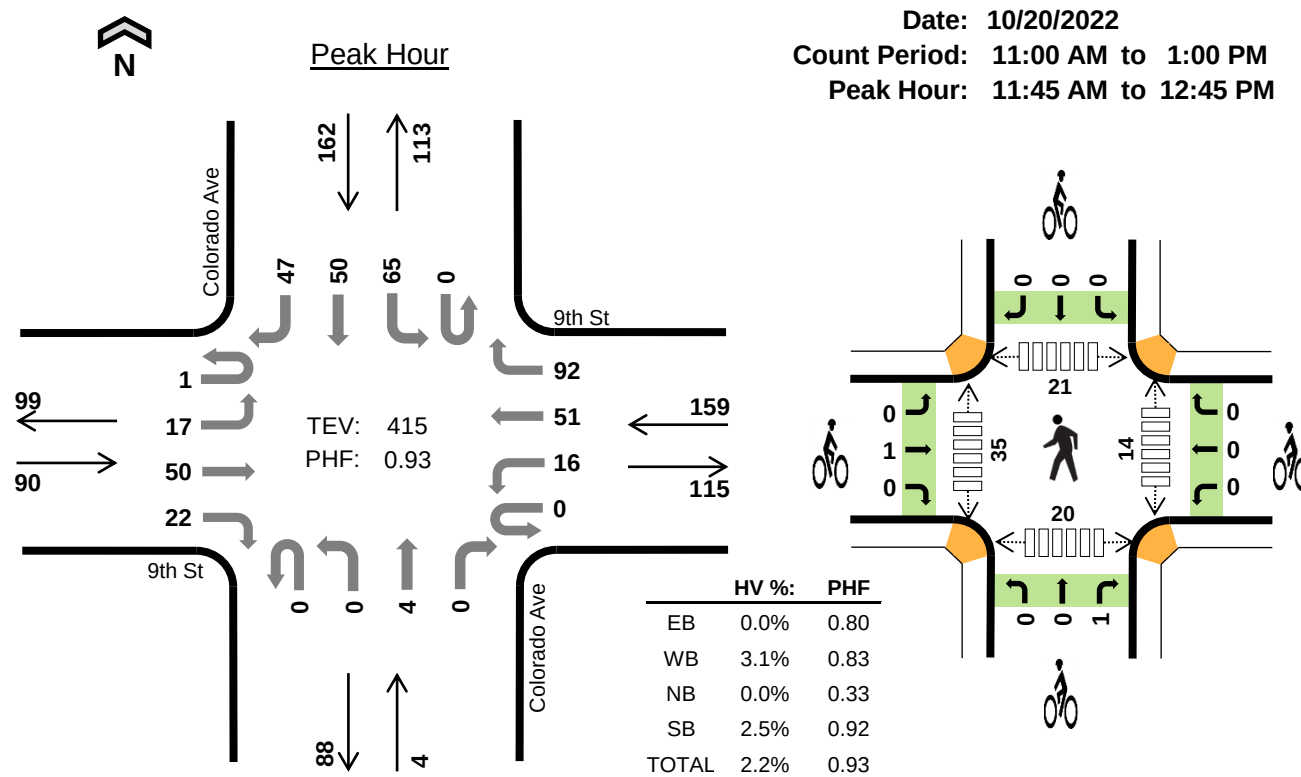
Colorado Ave 9th St



Date: 10/20/2022

Count Period: 11:00 AM to 1:00 PM

Peak Hour: 11:45 AM to 12:45 PM



Two-Hour Count Summaries

Interval Start		9th St				9th St				Colorado Ave				Colorado Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	2	7	4	1	2	10	15	0	0	0	0	0	10	13	5	69	0
11:15 AM		0	3	7	3	0	2	9	16	0	0	0	0	0	8	4	8	60	0
11:30 AM		0	5	9	3	0	6	5	15	0	0	1	0	2	11	11	11	79	0
11:45 AM		1	4	15	8	0	2	16	21	0	0	1	0	0	17	11	11	107	315
12:00 PM		0	6	15	5	0	4	10	21	0	0	0	0	0	14	17	13	105	351
12:15 PM		0	4	12	6	0	9	12	27	0	0	0	0	0	20	10	11	111	402
12:30 PM		0	3	8	3	0	1	13	23	0	0	3	0	0	14	12	12	92	415
12:45 PM		0	4	4	4	0	3	14	14	0	0	0	0	0	15	22	9	89	397
Count Total		1	31	77	36	1	29	89	152	0	0	5	0	2	109	100	80	712	0
Peak Hour	All	1	17	50	22	0	16	51	92	0	0	4	0	0	65	50	47	415	0
	HV	0	0	0	0	0	0	0	5	0	0	0	0	0	3	0	1	9	0
	HV%	0%	0%	0%	0%	-	0%	0%	5%	-	-	0%	-	-	5%	0%	2%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	2	0	2	5	0	0	0	0	0	7	11	2	7	27
11:15 AM	0	2	0	0	2	0	0	0	0	0	15	6	4	4	29
11:30 AM	0	3	0	0	3	0	1	0	0	1	3	5	7	3	18
11:45 AM	0	2	0	1	3	0	0	0	0	0	1	14	3	4	22
12:00 PM	0	3	0	1	4	1	0	0	0	1	4	6	10	6	26
12:15 PM	0	0	0	1	1	0	0	0	0	0	0	7	1	5	13
12:30 PM	0	0	0	1	1	0	0	1	0	1	9	8	7	5	29
12:45 PM	0	1	0	2	3	0	0	0	0	0	1	10	19	4	34
Count Total	1	13	0	8	22	1	1	1	0	3	40	67	53	38	198
Peak Hour	0	5	0	4	9	1	0	1	0	2	14	35	21	20	90

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	9th St				9th St				Colorado Ave				Colorado Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	2	0	0	5	0
11:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
11:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0
11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	13
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	4	12
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	11
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	9
Count Total	0	0	1	0	0	0	1	12	0	0	0	0	0	7	0	1	22	0
Peak Hour	0	0	0	0	0	0	0	5	0	0	0	0	0	3	0	1	9	0

Two-Hour Count Summaries - Bikes

Interval Start	9th St			9th St			Colorado Ave			Colorado Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	1	0	0	0	1	0	0	0	3	0
Peak Hour	0	1	0	0	0	0	0	0	1	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Colorado Ave 9th St

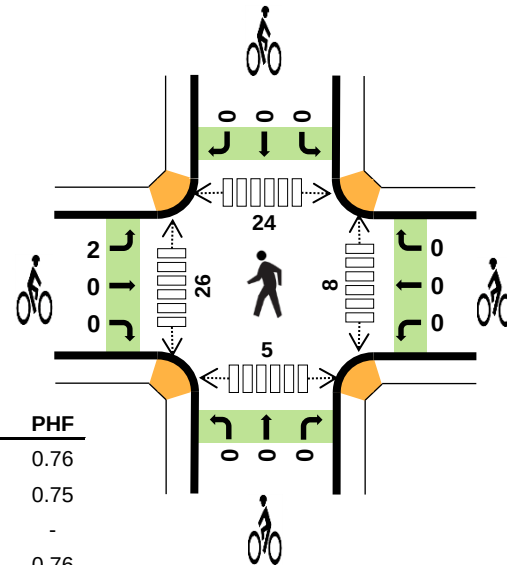
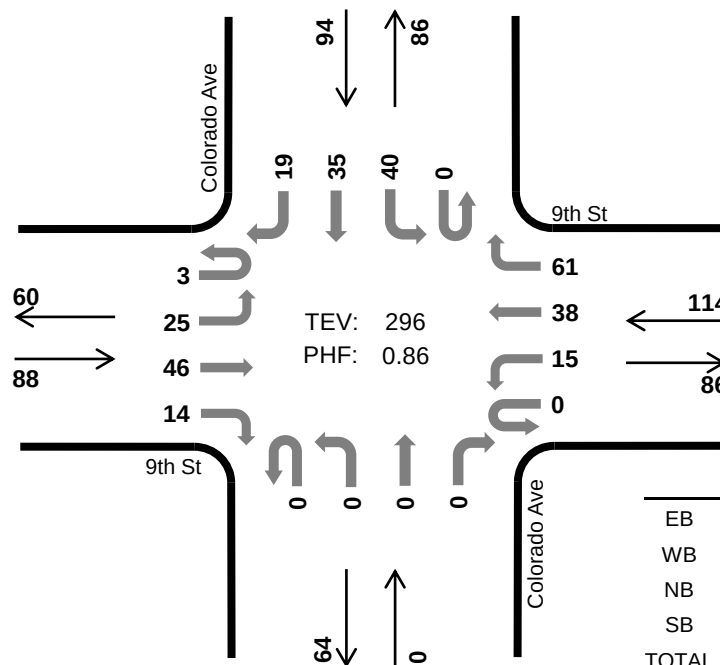


Peak Hour

Date: 10/20/2022

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	2.3%	0.76
WB	6.1%	0.75
NB	-	-
SB	6.4%	0.76
TOTAL	5.1%	0.86

Two-Hour Count Summaries

Interval Start	9th St Eastbound				9th St Westbound				Colorado Ave Northbound				Colorado Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	12	2	0	3	5	18	0	0	1	0	1	11	11	5	72	0
4:15 PM	2	7	14	6	0	6	10	22	0	0	0	0	0	7	6	6	86	0
4:30 PM	1	7	7	2	0	4	7	11	0	0	0	0	0	15	9	7	70	0
4:45 PM	0	4	8	1	0	4	13	11	0	0	0	0	0	11	9	1	62	290
5:00 PM	0	7	17	5	0	1	8	17	0	0	0	0	0	7	11	5	78	296
5:15 PM	0	3	14	5	0	5	10	13	0	0	0	0	0	21	9	3	83	293
5:30 PM	0	1	10	3	0	1	2	15	0	0	0	0	0	15	9	3	59	282
5:45 PM	0	3	16	4	0	4	8	10	0	0	0	0	0	15	11	1	72	292
Count Total	3	35	98	28	0	28	63	117	0	0	1	0	1	102	75	31	582	0
Peak Hour	All	3	25	46	14	0	15	38	61	0	0	0	0	40	35	19	296	0
	HV	0	0	1	1	0	0	1	6	0	0	0	0	3	1	2	15	0
	HV%	0%	0%	2%	7%	-	0%	3%	10%	-	-	-	-	8%	3%	11%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	0	1	4	0	0	0	0	0	3	6	4	3	16
4:15 PM	0	1	0	2	3	0	0	0	0	0	2	11	1	2	16
4:30 PM	0	1	0	2	3	1	0	0	0	1	4	4	5	2	15
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	3	5	0	8
5:00 PM	1	3	0	1	5	1	0	0	0	1	2	8	13	1	24
5:15 PM	0	1	0	2	3	0	0	0	0	0	3	0	1	2	6
5:30 PM	0	1	0	1	2	0	0	0	0	0	2	3	0	0	5
5:45 PM	2	1	0	2	5	0	0	0	0	0	3	0	7	1	11
Count Total	5	12	0	12	29	2	0	0	0	2	19	35	36	11	101
Peak Hour	2	7	0	6	15	2	0	0	0	2	8	26	24	5	63

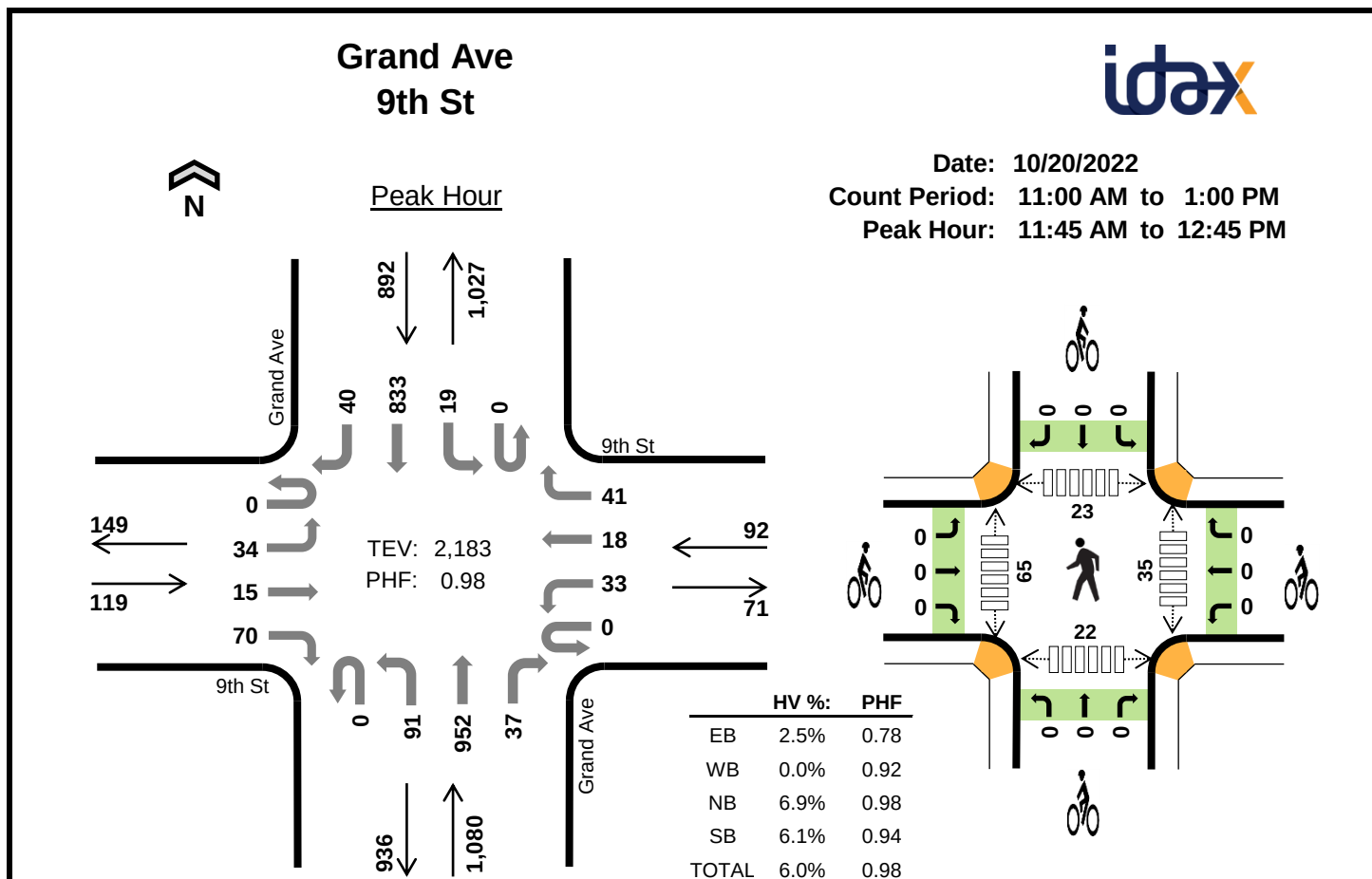
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	9th St				9th St				Colorado Ave				Colorado Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	4	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	0
4:45 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	0	4	14
5:00 PM	0	0	1	0	0	0	1	2	0	0	0	0	0	0	1	0	5	15
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	15
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	14
5:45 PM	0	0	1	1	0	0	0	1	0	0	0	0	0	1	1	0	5	15
Count Total	0	0	3	2	0	0	1	11	0	0	0	0	0	7	2	3	29	0
Peak Hour	0	0	1	1	0	0	1	6	0	0	0	0	0	3	1	2	15	0

Two-Hour Count Summaries - Bikes

Interval Start	9th St			9th St			Colorado Ave			Colorado Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	2	0	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	2	0	0	0	0	0	0	0	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

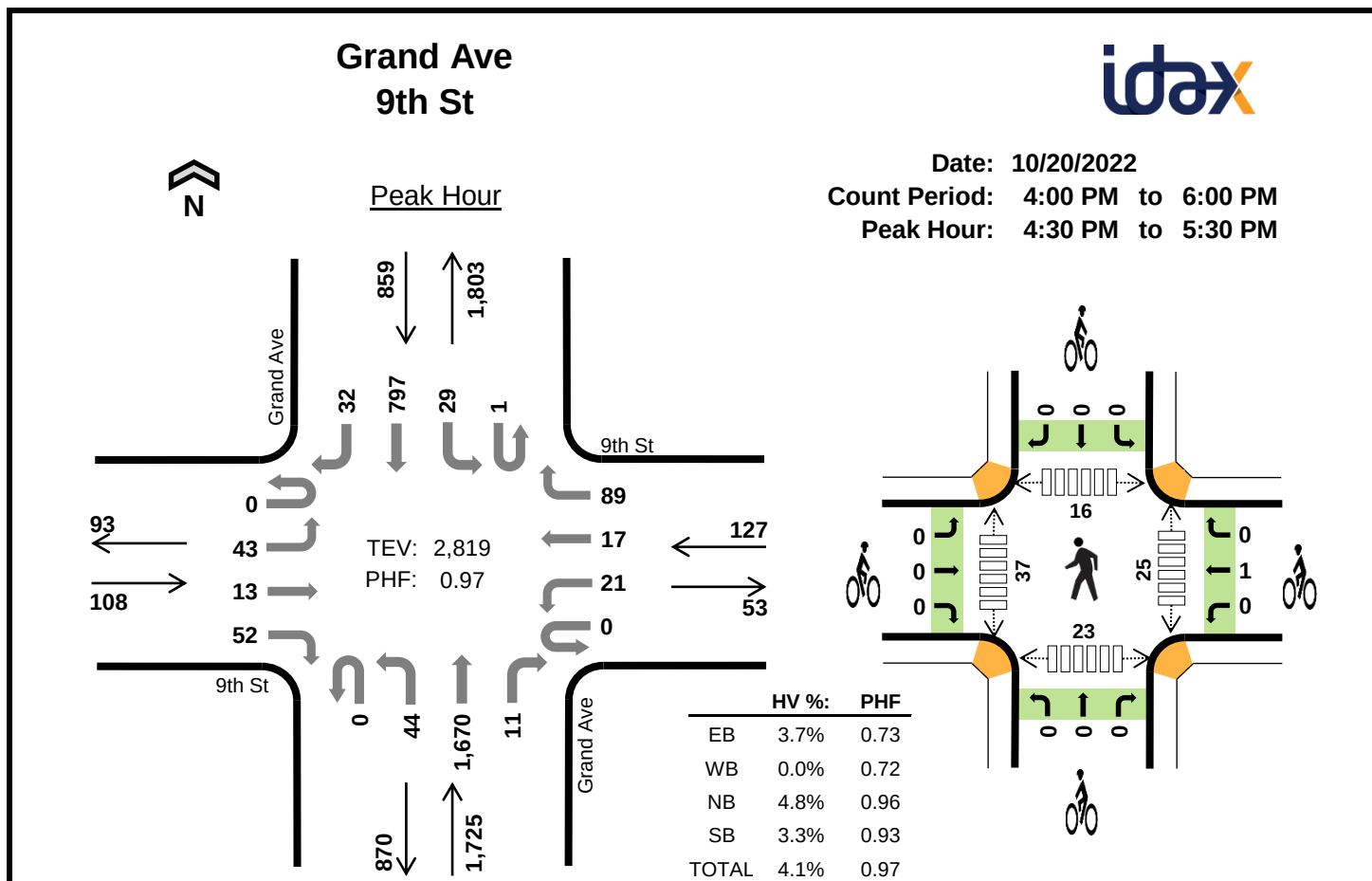
**Two-Hour Count Summaries**

Interval Start		9th St				9th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	4	0	11	0	11	2	10	0	20	197	4	0	6	221	6	492	0
11:15 AM		0	5	0	13	0	8	2	6	0	15	225	6	0	2	186	6	474	0
11:30 AM		0	8	2	13	0	8	4	6	0	13	194	7	0	6	181	8	450	0
11:45 AM		0	9	2	18	0	6	5	10	0	19	234	16	0	2	211	14	546	1,962
12:00 PM		0	7	5	16	0	14	2	6	0	21	244	6	0	5	221	10	557	2,027
12:15 PM		0	11	3	24	0	7	7	11	0	27	228	9	0	3	204	9	543	2,096
12:30 PM		0	7	5	12	0	6	4	14	0	24	246	6	0	9	197	7	537	2,183
12:45 PM		0	4	1	15	0	4	3	8	0	22	229	10	0	7	209	8	520	2,157
Count Total		0	55	18	122	0	64	29	71	0	161	1,797	64	0	40	1,630	68	4,119	0
Peak Hour	All	0	34	15	70	0	33	18	41	0	91	952	37	0	19	833	40	2,183	0
	HV	0	0	0	3	0	0	0	0	0	7	67	0	0	0	54	0	131	0
	HV%	-	0%	0%	4%	-	0%	0%	0%	-	8%	7%	0%	-	0%	6%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	3	2	19	20	44	0	0	0	0	0	13	12	4	9	38
11:15 AM	0	0	31	18	49	0	0	0	0	0	8	15	2	3	28
11:30 AM	0	0	20	17	37	0	1	0	0	1	11	4	16	3	34
11:45 AM	1	0	20	18	39	0	0	0	0	0	7	5	3	2	17
12:00 PM	1	0	19	11	31	0	0	0	0	0	8	17	6	1	32
12:15 PM	1	0	15	15	31	0	0	0	0	0	8	21	6	5	40
12:30 PM	0	0	20	10	30	0	0	0	0	0	12	22	8	14	56
12:45 PM	2	1	29	15	47	0	0	0	0	0	8	17	11	6	42
Count Total	8	3	173	124	308	0	1	0	0	1	75	113	56	43	287
Peak Hour	3	0	74	54	131	0	0	0	0	0	35	65	23	22	145

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	9th St				9th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	1	0	2	0	1	0	1	0	2	17	0	0	0	20	0	44	0
11:15 AM	0	0	0	0	0	0	0	0	0	3	28	0	0	0	18	0	49	0
11:30 AM	0	0	0	0	0	0	0	0	0	2	18	0	0	0	16	1	37	0
11:45 AM	0	0	0	1	0	0	0	0	0	3	17	0	0	0	18	0	39	169
12:00 PM	0	0	0	1	0	0	0	0	0	3	16	0	0	0	11	0	31	156
12:15 PM	0	0	0	1	0	0	0	0	0	0	15	0	0	0	15	0	31	138
12:30 PM	0	0	0	0	0	0	0	0	0	1	19	0	0	0	10	0	30	131
12:45 PM	0	0	0	2	0	0	0	1	0	1	27	1	0	0	14	1	47	139
Count Total	0	1	0	7	0	1	0	2	0	15	157	1	0	0	122	2	308	0
Peak Hour	0	0	0	3	0	0	0	0	0	7	67	0	0	0	54	0	131	0
Two-Hour Count Summaries - Bikes																		
Interval Start	9th St			9th St			Grand Ave			Grand Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		



Two-Hour Count Summaries

Interval Start		9th St				9th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	10	2	11	0	6	3	23	0	11	347	7	0	8	190	6	624	0
4:15 PM		0	8	2	10	0	5	2	14	0	22	394	2	0	4	191	8	662	0
4:30 PM		0	8	2	13	0	3	2	16	0	13	431	4	0	5	190	4	691	0
4:45 PM		0	11	3	7	0	6	5	18	0	15	422	2	0	12	191	8	700	2,677
5:00 PM		0	12	4	11	0	7	5	21	0	9	425	3	0	2	221	9	729	2,782
5:15 PM		0	12	4	21	0	5	5	34	0	7	392	2	1	10	195	11	699	2,819
5:30 PM		0	12	1	13	0	6	2	24	0	7	408	4	0	7	179	13	676	2,804
5:45 PM		0	11	4	17	0	7	3	23	0	6	387	1	0	3	136	15	613	2,717
Count Total		0	84	22	103	0	45	27	173	0	90	3,206	25	1	51	1,493	74	5,394	0
Peak Hour	All	0	43	13	52	0	21	17	89	0	44	1,670	11	1	29	797	32	2,819	0
	HV	0	1	0	3	0	0	0	0	0	6	77	0	0	0	27	1	115	0
	HV%	-	2%	0%	6%	-	0%	0%	0%	-	14%	5%	0%	0%	0%	3%	3%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	25	14	41	0	0	0	0	0	4	11	13	7	35
4:15 PM	1	0	18	16	35	0	0	0	0	0	1	5	11	0	17
4:30 PM	0	0	21	13	34	0	0	0	0	0	1	5	3	3	12
4:45 PM	1	0	27	3	31	0	0	0	0	0	1	7	4	4	16
5:00 PM	2	0	20	9	31	0	0	0	0	0	11	8	1	6	26
5:15 PM	1	0	15	3	19	0	1	0	0	1	12	17	8	10	47
5:30 PM	1	1	16	6	24	0	1	0	0	1	8	11	5	4	28
5:45 PM	2	0	14	3	19	0	0	0	0	0	1	2	11	0	14
Count Total	10	1	156	67	234	0	2	0	0	2	39	66	56	34	195
Peak Hour	4	0	83	28	115	0	1	0	0	1	25	37	16	23	101

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	9th St				9th St				Grand Ave				Grand Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	0	0	0	0	2	23	0	0	0	14	0	41	0
4:15 PM	0	0	0	1	0	0	0	0	0	1	17	0	0	0	16	0	35	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	20	0	0	0	13	0	34	0
4:45 PM	0	0	0	1	0	0	0	0	0	2	25	0	0	0	3	0	31	141
5:00 PM	0	1	0	1	0	0	0	0	0	2	18	0	0	0	8	1	31	131
5:15 PM	0	0	0	1	0	0	0	0	0	1	14	0	0	0	3	0	19	115
5:30 PM	0	0	0	1	0	0	0	1	0	1	15	0	0	0	5	1	24	105
5:45 PM	0	1	0	1	0	0	0	0	0	1	13	0	0	0	3	0	19	93
Count Total	0	3	0	7	0	0	0	1	0	11	145	0	0	0	65	2	234	0
Peak Hour	0	1	0	3	0	0	0	0	0	6	77	0	0	0	27	1	115	0

Two-Hour Count Summaries - Bikes

Interval Start	9th St			9th St			Grand Ave			Grand Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	1	1	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

W Meadows Dr Midland Ave

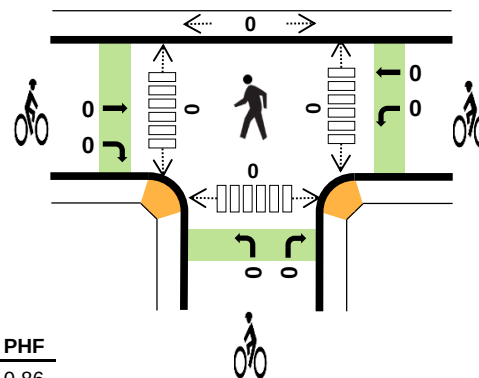
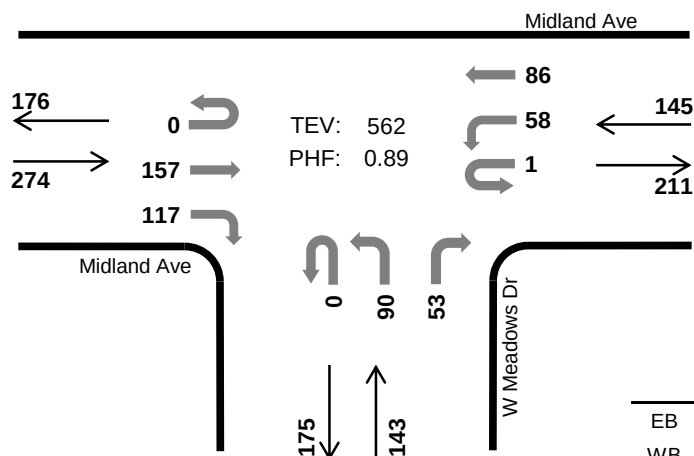


Peak Hour

Date: 09/17/2022

Count Period: 6:00 AM to 10:00 AM

Peak Hour: 9:00 AM to 10:00 AM



	HV %:	PHF
EB	1.5%	0.86
WB	0.7%	0.88
NB	1.4%	0.81
SB	-	-
TOTAL	1.2%	0.89

Four-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM		0	0	26	31	0	16	25	0	0	15	0	13	0	0	0	0	126	0
9:15 AM		0	0	37	30	0	18	20	0	0	15	0	14	0	0	0	0	134	0
9:30 AM		0	0	46	24	1	11	18	0	0	29	0	15	0	0	0	0	144	0
9:45 AM		0	0	48	32	0	13	23	0	0	31	0	11	0	0	0	0	158	562
Peak Hour	All	0	0	157	117	1	58	86	0	0	90	0	53	0	0	0	0	562	0
	HV	0	0	2	2	0	0	1	0	0	1	0	1	0	0	0	0	7	0
	HV%	-	-	1%	2%	0%	0%	1%	-	-	1%	-	2%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	1	2	0	7	0	0	0	0	0	0	0	0	0	0

Four-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	4	3	0	1	13	0	0	3	0	1	0	0	0	0	25	0
6:15 AM		0	0	11	6	0	1	7	0	0	1	0	1	0	0	0	0	27	0
6:30 AM		0	0	10	6	0	1	6	0	0	1	0	3	0	0	0	0	27	0
6:45 AM		0	0	20	9	0	5	12	0	0	4	0	7	0	0	0	0	57	136
7:00 AM		0	0	29	14	0	4	24	0	0	6	0	4	0	0	0	0	81	192
7:15 AM		0	0	23	3	0	5	18	0	0	5	0	8	0	0	0	0	62	227
7:30 AM		0	0	28	11	0	7	10	0	0	5	0	6	0	0	0	0	67	267
7:45 AM		0	0	38	18	0	7	12	0	0	2	0	5	0	0	0	0	82	292
8:00 AM		0	0	26	17	0	8	12	0	0	9	0	11	0	0	0	0	83	294
8:15 AM		0	0	29	16	0	11	20	0	0	8	0	11	0	0	0	0	95	327
8:30 AM		0	0	38	19	0	12	18	0	0	13	0	13	0	0	0	0	113	373
8:45 AM		0	0	28	30	0	9	21	0	0	17	0	13	0	0	0	0	118	409
9:00 AM		0	0	26	31	0	16	25	0	0	15	0	13	0	0	0	0	126	452
9:15 AM		0	0	37	30	0	18	20	0	0	15	0	14	0	0	0	0	134	491
9:30 AM		0	0	46	24	1	11	18	0	0	29	0	15	0	0	0	0	144	522
9:45 AM		0	0	48	32	0	13	23	0	0	31	0	11	0	0	0	0	158	562
Count Total		0	0	441	269	1	129	259	0	0	164	0	136	0	0	0	0	1,399	0
Peak Hour	All	0	0	157	117	1	58	86	0	0	90	0	53	0	0	0	0	562	0
	HV	0	0	2	2	0	0	1	0	0	1	0	1	0	0	0	0	7	0
	HV%	-	-	1%	2%	0%	0%	1%	-	-	1%	-	2%	-	-	-	-	1%	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	19	8	9	0	36	0	0	0	0	0	0	0	0	1	1
Peak Hr	4	1	2	0	7	0	0	0	0	0	0	0	0	0	0

Four-Hour Count Summaries - Heavy Vehicles

Interval Start	Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	6
7:00 AM	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3	8
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	9
7:30 AM	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	5	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5	12
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
8:30 AM	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4	10
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3	13
9:00 AM	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4	12
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	13
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
9:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Count Total	0	0	11	8	0	2	6	0	0	4	0	5	0	0	0	0	36	0
Peak Hour	0	0	2	2	0	0	1	0	0	1	0	1	0	0	0	0	7	0

Four-Hour Count Summaries - Bikes

Interval Start	Midland Ave			Midland Ave			W Meadows Dr			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

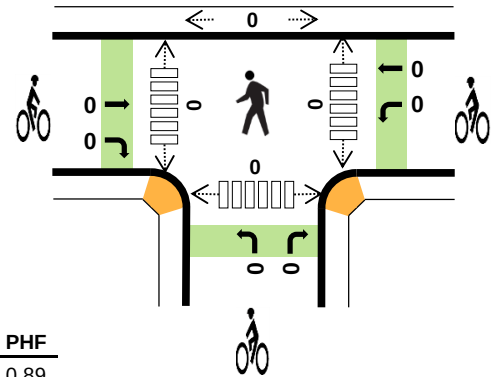
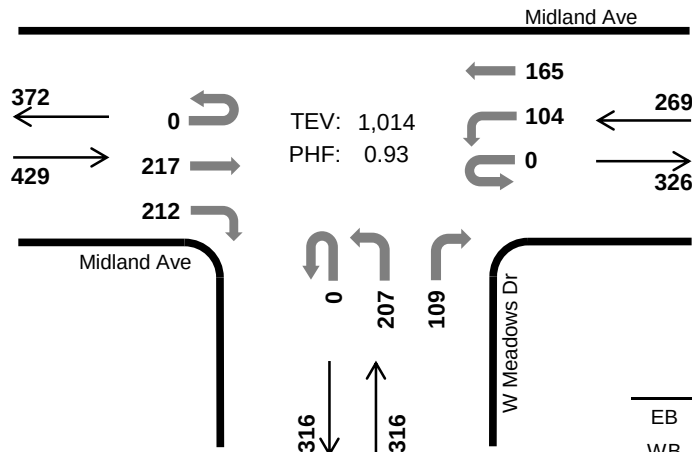
W Meadows Dr
Midland Ave

Peak Hour

Date: 09/17/2022

Count Period: 10:00 AM to 3:00 PM

Peak Hour: 12:15 PM to 1:15 PM



	HV %:	PHF
EB	2.1%	0.89
WB	1.1%	0.80
NB	0.0%	0.77
SB	-	-
TOTAL	1.2%	0.93

Five-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:15 PM		0	0	50	54	0	34	50	0	0	48	0	26	0	0	0	0	262	0
12:30 PM		0	0	57	48	0	24	43	0	0	65	0	37	0	0	0	0	274	0
12:45 PM		0	0	48	51	0	25	44	0	0	49	0	22	0	0	0	0	239	0
1:00 PM		0	0	62	59	0	21	28	0	0	45	0	24	0	0	0	0	239	1,014
Peak Hour	All	0	0	217	212	0	104	165	0	0	207	0	109	0	0	0	0	1,014	0
	HV	0	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0	12	0
	HV%	-	-	4%	0%	-	0%	2%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

[illegible]

Five-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM		0	0	51	25	0	22	35	0	0	31	0	15	0	0	0	0	179	0
10:15 AM		0	0	44	32	0	21	28	0	0	27	0	20	0	0	0	0	172	0
10:30 AM		0	0	40	36	0	28	47	0	0	27	0	39	0	0	0	0	217	0
10:45 AM		0	0	42	44	0	27	28	0	0	38	0	43	0	0	0	0	222	790
11:00 AM		0	0	41	54	0	19	25	0	0	36	0	22	0	0	0	0	197	808
11:15 AM		0	0	42	44	0	29	41	0	0	43	0	24	0	0	0	0	223	859
11:30 AM		0	0	53	54	0	27	42	0	0	53	0	30	0	0	0	0	259	901
11:45 AM		0	0	41	32	0	33	38	0	0	53	0	27	0	0	0	0	224	903
12:00 PM		0	0	41	42	0	31	49	0	0	48	0	24	0	0	0	0	235	941
12:15 PM		0	0	50	54	0	34	50	0	0	48	0	26	0	0	0	0	262	980
12:30 PM		0	0	57	48	0	24	43	0	0	65	0	37	0	0	0	0	274	995
12:45 PM		0	0	48	51	0	25	44	0	0	49	0	22	0	0	0	0	239	1,010
1:00 PM		0	0	62	59	0	21	28	0	0	45	0	24	0	0	0	0	239	1,014
1:15 PM		0	0	42	53	0	30	40	0	0	61	0	25	0	0	0	0	251	1,003
1:30 PM		0	0	49	52	0	25	37	0	0	64	0	24	0	0	0	0	251	980
1:45 PM		0	0	41	49	0	14	26	0	0	60	0	32	0	0	0	0	222	963
2:00 PM		0	0	41	33	0	23	36	0	0	54	0	22	0	0	0	0	209	933
2:15 PM		0	0	58	46	0	21	58	0	0	49	0	28	0	0	0	0	260	942
2:30 PM		0	0	41	53	0	23	35	0	0	52	0	21	0	0	0	0	225	916
2:45 PM		0	0	37	48	0	20	44	0	0	66	0	29	0	0	0	0	244	938
Count Total		0	0	921	909	0	497	774	0	0	969	0	534	0	0	0	0	4,604	0
Peak Hour	All	0	0	217	212	0	104	165	0	0	207	0	109	0	0	0	0	1,014	0
	HV	0	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0	12	0
	HV%	-	-	4%	0%	-	0%	2%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
10:45 AM	4	1	2	0	7	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
11:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
11:45 AM	4	2	1	0	7	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
12:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
12:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
1:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	32	15	9	0	56	0	0	0	0	0	0	0	0	0	0
Peak Hr	9	3	0	0	12	0	0	0	0	0	0	0	0	0	0

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
10:00 AM	0	0	2	0	0	1	1	0	0	1	0	0	0	0	0	0	0	5	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0
10:45 AM	0	0	3	1	0	0	1	0	0	0	1	0	1	0	0	0	0	7	14
11:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
11:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	13
11:45 AM	0	0	4	0	0	0	2	0	0	0	1	0	0	0	0	0	0	7	13
12:00 PM	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	3	14
12:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	16
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
12:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
1:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	12
1:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	12
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11
1:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	10
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	7
2:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	8
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	29	3	0	2	13	0	0	6	0	3	0	0	0	0	0	56	0
Peak Hour	0	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12	0

Five-Hour Count Summaries - Bikes

Interval Start	Midland Ave			Midland Ave			W Meadows Dr			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

W Meadows Dr Midland Ave

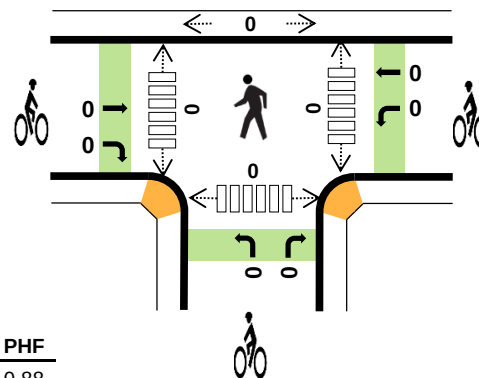
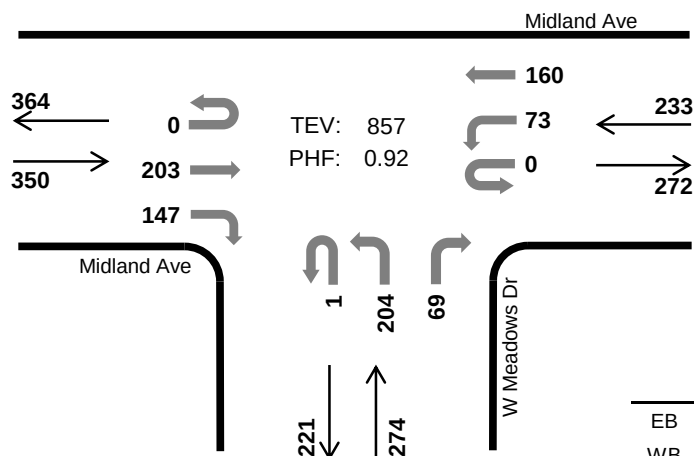


Peak Hour

Date: 09/17/2022

Count Period: 3:00 PM to 8:00 PM

Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.7%	0.88
WB	0.9%	0.91
NB	0.0%	0.91
SB	-	-
TOTAL	0.9%	0.92

Five-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	47	37	0	12	48	0	0	56	0	14	0	0	0	0	214	0
4:30 PM		0	0	47	34	0	24	33	0	1	55	0	19	0	0	0	0	213	0
4:45 PM		0	0	58	28	0	16	36	0	0	41	0	18	0	0	0	0	197	0
5:00 PM		0	0	51	48	0	21	43	0	0	52	0	18	0	0	0	0	233	857
Peak Hour	All	0	0	203	147	0	73	160	0	1	204	0	69	0	0	0	0	857	0
	HV	0	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	8	0
	HV%	-	-	2%	1%	-	3%	0%	-	0%	0%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0

Five-Hour Count Summaries

Interval Start		Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	41	34	0	26	38	0	0	64	0	28	0	0	0	0	231	0
3:15 PM		0	0	33	33	0	19	30	0	0	58	0	23	0	0	0	0	196	0
3:30 PM		0	0	48	36	0	20	35	0	0	53	0	26	0	0	0	0	218	0
3:45 PM		0	0	37	32	0	17	42	0	0	52	0	23	0	0	0	0	203	848
4:00 PM		0	0	51	42	0	18	25	0	0	56	0	15	0	0	0	0	207	824
4:15 PM		0	0	47	37	0	12	48	0	0	56	0	14	0	0	0	0	214	842
4:30 PM		0	0	47	34	0	24	33	0	1	55	0	19	0	0	0	0	213	837
4:45 PM		0	0	58	28	0	16	36	0	0	41	0	18	0	0	0	0	197	831
5:00 PM		0	0	51	48	0	21	43	0	0	52	0	18	0	0	0	0	233	857
5:15 PM		0	0	53	27	0	7	35	0	0	46	0	34	0	0	0	0	202	845
5:30 PM		0	0	33	33	0	17	39	0	0	45	0	24	0	0	0	0	191	823
5:45 PM		0	0	35	30	0	9	52	0	0	33	0	13	0	0	0	0	172	798
6:00 PM		0	0	42	37	0	17	42	0	0	38	0	16	0	0	0	0	192	757
6:15 PM		0	0	42	27	0	15	39	0	0	43	0	13	0	0	0	0	179	734
6:30 PM		0	0	44	15	0	3	35	0	0	38	0	19	0	0	0	0	154	697
6:45 PM		0	0	40	39	0	14	25	0	0	32	0	8	0	0	0	0	158	683
7:00 PM		0	0	25	17	0	9	29	0	0	41	0	7	0	0	0	0	128	619
7:15 PM		0	0	30	19	0	8	34	0	0	43	0	15	0	0	0	0	149	589
7:30 PM		0	0	27	15	0	6	29	0	0	31	0	15	0	0	0	0	123	558
7:45 PM		0	0	22	13	0	17	26	0	0	33	0	10	0	0	0	0	121	521
Count Total		0	0	806	596	0	295	715	0	1	910	0	358	0	0	0	0	3,681	0
Peak Hour	All	0	0	203	147	0	73	160	0	1	204	0	69	0	0	0	0	857	0
	HV	0	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	8	0
	HV%	-	-	2%	1%	-	3%	0%	-	0%	0%	-	0%	-	-	-	-	1%	0

Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	4	1	0	7	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	27	12	3	0	42	0	0	0	0	0	0	0	0	0	0
Peak Hr	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0

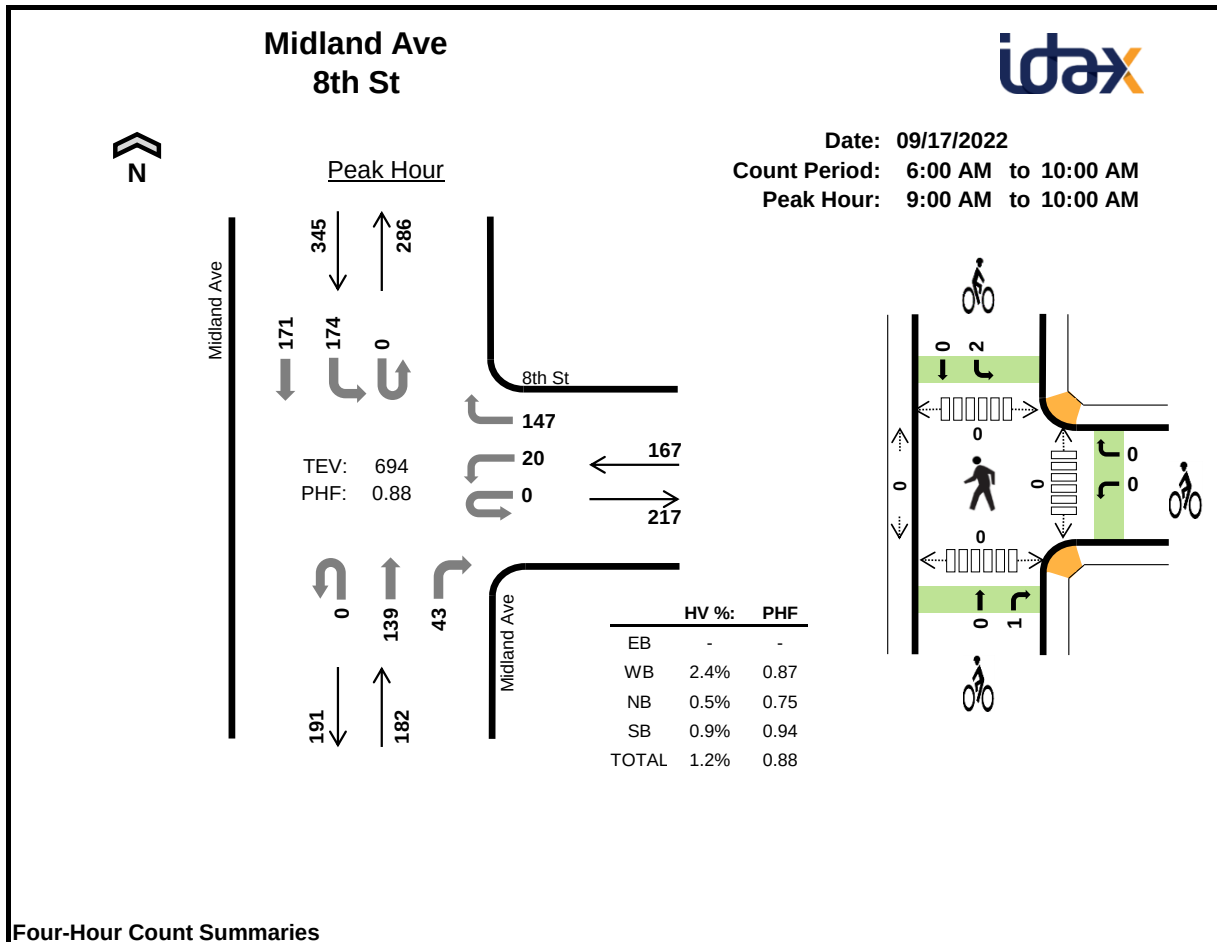
Five-Hour Count Summaries - Heavy Vehicles

Interval Start	Midland Ave				Midland Ave				W Meadows Dr				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
5:00 PM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	8
5:15 PM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	0	7	13
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	15
5:45 PM	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
6:15 PM	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	4	12
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10
6:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	7
7:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
7:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	7
7:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	23	4	0	4	8	0	0	1	0	2	0	0	0	0	42	0
Peak Hour	0	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	8	0

Five-Hour Count Summaries - Bikes

Interval Start	Midland Ave			Midland Ave			W Meadows Dr			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Four-Hour Count Summaries**

Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM		0	0	0	0	0	3	0	33	0	0	33	6	0	41	38	0	154	0
9:15 AM		0	0	0	0	0	5	0	34	0	0	30	9	0	41	48	0	167	0
9:30 AM		0	0	0	0	0	8	0	40	0	0	30	13	0	41	44	0	176	0
9:45 AM		0	0	0	0	0	4	0	40	0	0	46	15	0	51	41	0	197	694
Peak Hour	All	0	0	0	0	0	20	0	147	0	0	139	43	0	174	171	0	694	0
	HV	0	0	0	0	0	0	0	4	0	0	1	0	0	3	0	0	8	0
	HV%	-	-	-	-	-	0%	-	3%	-	-	1%	0%	-	2%	0%	-	1%	0

Note: For all three-hour count summary, see next page.

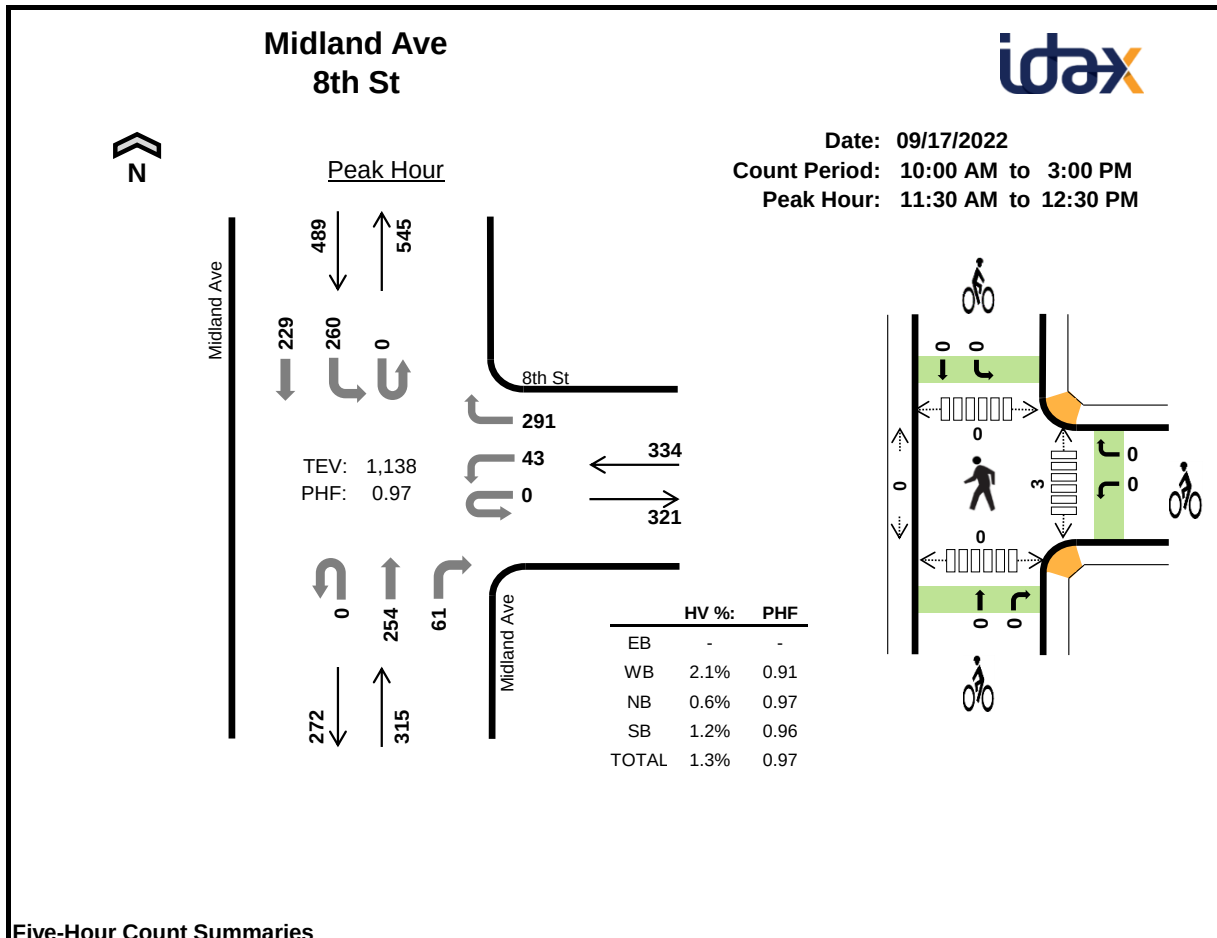
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0
9:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	2	0	1	3	0	0	0	2	2	0	0	0	0	0
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	1	3	8	0	0	1	2	3	0	0	0	0	0

Four-Hour Count Summaries																			
Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	6:00 AM	0	0	0	0	0	1	0	10	0	0	7	3	0	7	7	0	35	0
	6:15 AM	0	0	0	0	0	1	0	7	0	0	3	6	0	7	10	0	34	0
	6:30 AM	0	0	0	0	0	1	0	4	0	0	3	4	0	10	13	0	35	0
	6:45 AM	0	0	0	0	0	1	0	14	0	0	9	4	0	18	25	0	71	175
	7:00 AM	0	0	0	0	0	3	0	13	0	0	18	6	0	17	26	0	83	223
	7:15 AM	0	0	0	0	0	2	0	13	0	0	15	6	0	18	25	0	79	268
	7:30 AM	0	0	0	0	0	0	0	10	0	0	13	4	0	19	23	0	69	302
	7:45 AM	0	0	0	0	0	1	0	16	0	0	18	8	0	34	24	0	101	332
	8:00 AM	0	0	0	0	0	3	0	13	0	0	15	7	0	30	31	0	99	348
	8:15 AM	0	0	0	0	0	4	0	23	0	0	28	10	0	23	25	0	113	382
	8:30 AM	0	0	0	0	0	3	0	37	0	0	25	9	0	29	38	0	141	454
	8:45 AM	0	0	0	0	0	7	0	21	0	0	32	11	0	28	46	0	145	498
	9:00 AM	0	0	0	0	0	3	0	33	0	0	33	6	0	41	38	0	154	553
	9:15 AM	0	0	0	0	0	5	0	34	0	0	30	9	0	41	48	0	167	607
	9:30 AM	0	0	0	0	0	8	0	40	0	0	30	13	0	41	44	0	176	642
	9:45 AM	0	0	0	0	0	4	0	40	0	0	46	15	0	51	41	0	197	694
Count Total		0	0	0	0	0	47	0	328	0	0	325	121	0	414	464	0	1,699	0
Peak Hour	All	0	0	0	0	0	20	0	147	0	0	139	43	0	174	171	0	694	0
	HV	0	0	0	0	0	0	0	4	0	0	1	0	0	3	0	0	8	0
	HV%	-	-	-	-	-	0%	-	3%	-	-	1%	0%	-	2%	0%	-	1%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South				
	6:00 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	2	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:15 AM	0	1	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:30 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	1	1	3	0	0	0	0	0	0	0	1	0	0	0	0	1
	9:00 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	0	0	0	0
	9:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	2	0	1	3	0	0	0	2	2	0	0	0	0	0	0	0	0
	9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total		0	17	5	27	49	0	0	1	2	3	3	0	0	0	0	0	3	3
Peak Hr		0	4	1	3	8	0	0	1	2	3	0	0	0	0	0	0	0	0

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	4	0
6:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	5	13
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	11
7:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	1	1	0	5	16
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0	0	6	18
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	15
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	4	17
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	14
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4	12
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	13
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	11
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	11
9:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	10
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8
Count Total	0	0	0	0	0	2	0	15	0	0	5	0	0	24	3	0	49	0
Peak Hour	0	0	0	0	0	0	0	4	0	0	1	0	0	3	0	0	8	0

Four-Hour Count Summaries - Bikes																		
Interval Start	n/a			8th St			Midland Ave			Midland Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Count Total	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0			
Peak Hour	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Five-Hour Count Summaries**

Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM		0	0	0	0	0	7	0	74	0	0	70	11	0	68	54	0	284	0
11:45 AM		0	0	0	0	0	18	0	56	0	0	59	22	0	65	52	0	272	0
12:00 PM		0	0	0	0	0	8	0	84	0	0	63	10	0	69	59	0	293	0
12:15 PM		0	0	0	0	0	10	0	77	0	0	62	18	0	58	64	0	289	1,138
Peak Hour	All	0	0	0	0	0	43	0	291	0	0	254	61	0	260	229	0	1,138	0
	HV	0	0	0	0	0	0	0	7	0	0	2	0	0	6	0	0	15	0
	HV%	-	-	-	-	-	0%	-	2%	-	-	1%	0%	-	2%	0%	-	1%	0

Note: For all three-hour count summary, see next page.

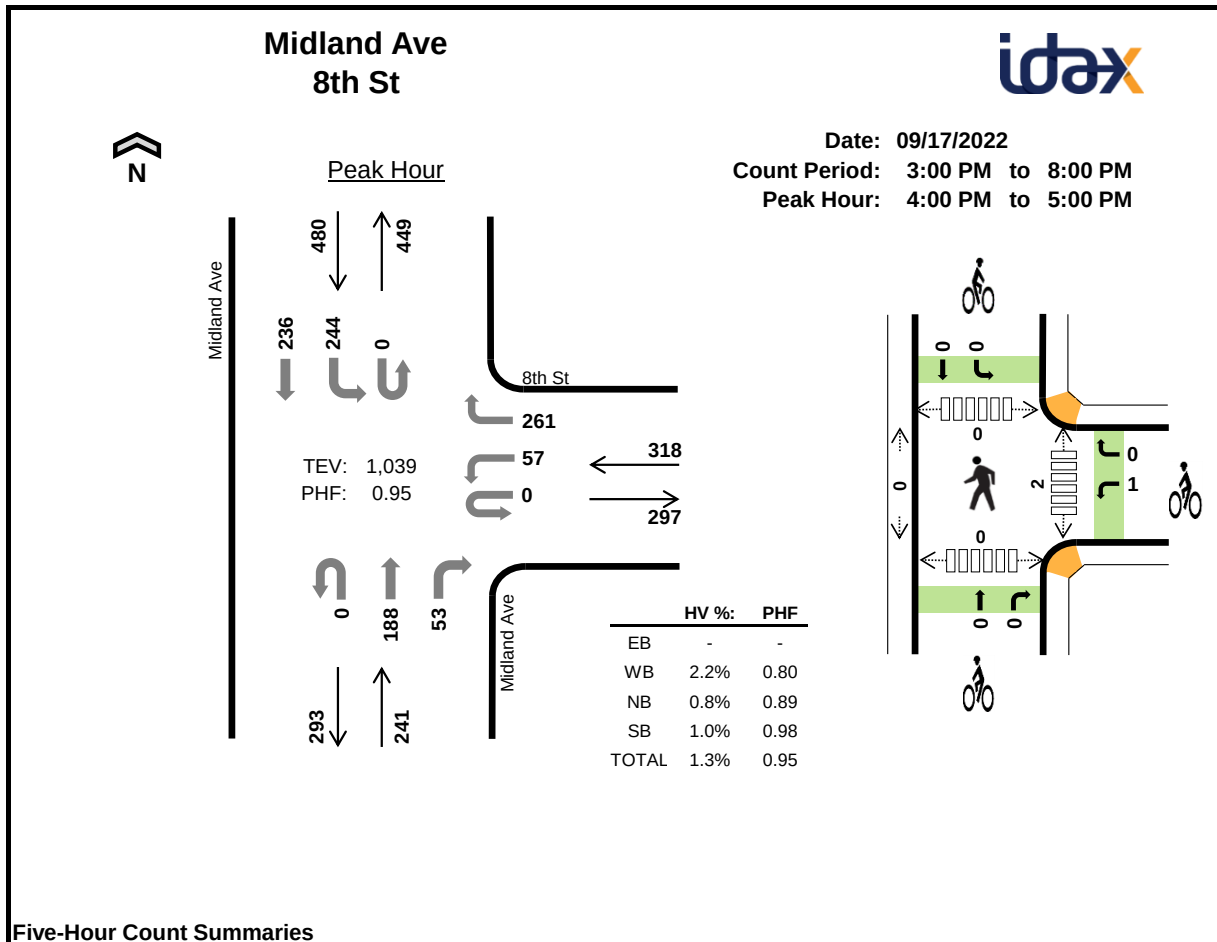
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2
11:45 AM	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1
Peak Hour	0	7	2	6	15	0	0	0	0	0	3	0	0	0	3

Five-Hour Count Summaries																			
Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM		0	0	0	0	0	7	0	49	0	0	52	7	0	52	40	0	207	0
10:15 AM		0	0	0	0	0	10	0	70	0	0	32	8	0	52	47	0	219	0
10:30 AM		0	0	0	0	0	9	0	68	0	0	49	7	0	51	52	0	236	0
10:45 AM		0	0	0	0	0	8	0	53	0	0	51	7	0	55	50	0	224	886
11:00 AM		0	0	0	0	0	9	0	54	0	0	37	9	0	57	42	0	208	887
11:15 AM		0	0	0	0	0	13	0	77	0	0	54	12	1	49	53	0	259	927
11:30 AM		0	0	0	0	0	7	0	74	0	0	70	11	0	68	54	0	284	975
11:45 AM		0	0	0	0	0	18	0	56	0	0	59	22	0	65	52	0	272	1,023
12:00 PM		0	0	0	0	0	8	0	84	0	0	63	10	0	69	59	0	293	1,108
12:15 PM		0	0	0	0	0	10	0	77	0	0	62	18	0	58	64	0	289	1,138
12:30 PM		0	0	0	0	0	14	0	75	0	0	44	11	0	79	61	0	284	1,138
12:45 PM		0	0	0	0	0	9	0	72	0	0	52	10	0	64	50	0	257	1,123
1:00 PM		0	0	0	0	0	10	0	55	0	0	59	14	0	59	75	0	272	1,102
1:15 PM		0	0	0	0	0	11	0	65	0	0	70	14	0	50	63	0	273	1,086
1:30 PM		0	0	0	0	0	6	0	83	0	0	42	5	0	75	56	0	267	1,069
1:45 PM		0	0	0	0	0	7	0	68	0	0	40	11	0	71	67	0	264	1,076
2:00 PM		0	0	0	0	0	7	0	57	0	0	60	6	0	64	46	0	240	1,044
2:15 PM		0	0	0	0	0	11	0	81	0	0	54	19	0	74	69	0	308	1,079
2:30 PM		0	0	0	0	0	4	0	67	0	0	64	11	0	63	62	0	271	1,083
2:45 PM		0	0	0	0	0	13	0	72	0	0	55	13	0	66	67	0	286	1,105
Count Total		0	0	0	0	0	191	0	1,357	0	0	1,069	225	1	1,241	1,129	0	5,213	0
Peak Hour	All	0	0	0	0	0	43	0	291	0	0	254	61	0	260	229	0	1,138	0
	HV	0	0	0	0	0	0	0	7	0	0	2	0	0	6	0	0	15	0
	HV%	-	-	-	-	-	0%	-	2%	-	-	1%	0%	-	2%	0%	-	1%	0
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South				
10:00 AM		0	4	0	3	7	0	0	0	0	0	1	0	0	0	0	1		
10:15 AM		0	1	1	1	3	0	0	0	0	0	1	0	0	0	0	1		
10:30 AM		0	4	0	1	5	0	0	0	1	1	0	0	0	0	0	0		
10:45 AM		0	0	0	3	3	0	0	0	0	0	2	0	0	0	0	2		
11:00 AM		0	4	1	2	7	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM		0	1	0	1	2	0	0	0	0	0	1	0	0	0	0	1		
11:30 AM		0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2		
11:45 AM		0	2	0	4	6	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM		0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM		0	1	1	0	2	0	0	0	0	0	1	0	0	0	0	1		
12:30 PM		0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM		0	0	0	2	2	0	0	0	2	2	2	0	0	0	0	2		
1:00 PM		0	1	1	4	6	0	1	0	0	1	2	0	0	0	0	2		
1:15 PM		0	2	1	3	6	0	0	0	0	0	1	0	0	0	0	1		
1:30 PM		0	0	0	2	2	0	0	0	1	1	1	0	0	0	0	1		
1:45 PM		0	1	1	3	5	0	0	0	0	0	1	0	0	0	0	1		
2:00 PM		0	3	0	4	7	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM		0	1	0	1	2	0	0	0	0	0	1	0	0	0	0	1		
2:30 PM		0	2	1	3	6	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM		0	1	0	1	2	0	0	0	0	0	2	0	0	0	0	2		
Count Total		0	34	9	41	84	0	1	0	4	5	18	0	0	0	0	18		
Peak Hr		0	7	2	6	15	0	0	0	0	0	3	0	0	0	0	3		

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	2	1	0	7	0
10:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	3	0
10:30 AM	0	0	0	0	0	1	0	3	0	0	0	0	0	1	0	0	5	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	18
11:00 AM	0	0	0	0	0	0	0	4	0	0	1	0	0	2	0	0	7	18
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	17
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	14
11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	6	17
12:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	2	0	0	5	15
12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	15
12:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	4	17
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	13
1:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	4	0	0	6	14
1:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	2	1	0	6	18
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	16
1:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	0	5	19
2:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1	0	7	20
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	16
2:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	2	1	0	6	20
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	17
Count Total	0	0	0	0	0	1	0	33	0	0	8	1	0	33	8	0	84	0
Peak Hour	0	0	0	0	0	0	0	7	0	0	2	0	0	6	0	0	15	0

Five-Hour Count Summaries - Bikes																		
Interval Start	n/a			8th St			Midland Ave			Midland Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2				
1:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	3				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4				
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	1	0	0	0	0	0	0	4	0	5	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Five-Hour Count Summaries**

Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	10	0	64	0	0	56	12	0	58	63	0	263	0
4:15 PM		0	0	0	0	0	14	0	62	0	0	54	13	0	64	59	0	266	0
4:30 PM		0	0	0	0	0	12	0	56	0	0	42	13	0	64	51	0	238	0
4:45 PM		0	0	0	0	0	21	0	79	0	0	36	15	0	58	63	0	272	1,039
Peak Hour	All	0	0	0	0	0	57	0	261	0	0	188	53	0	244	236	0	1,039	0
	HV	0	0	0	0	0	1	0	6	0	0	1	1	0	4	1	0	14	0
	HV%	-	-	-	-	-	2%	-	2%	-	-	1%	2%	-	2%	0%	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	1	2	3	0	1	0	0	1	0	0	0	0	0
4:30 PM	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	7	2	5	14	0	1	0	0	1	2	0	0	0	2

Five-Hour Count Summaries																			
Interval Start		n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	3:00 PM	0	0	0	0	0	15	0	57	0	0	65	14	0	62	77	0	290	0
	3:15 PM	0	0	0	0	0	6	0	61	0	0	40	11	0	59	43	0	220	0
	3:30 PM	0	0	0	0	0	8	0	58	0	0	48	12	0	53	60	0	239	0
	3:45 PM	0	0	0	0	0	10	0	51	0	0	37	11	0	53	50	0	212	961
	4:00 PM	0	0	0	0	0	10	0	64	0	0	56	12	0	58	63	0	263	934
	4:15 PM	0	0	0	0	0	14	0	62	0	0	54	13	0	64	59	0	266	980
	4:30 PM	0	0	0	0	0	12	0	56	0	0	42	13	0	64	51	0	238	979
	4:45 PM	0	0	0	0	0	21	0	79	0	0	36	15	0	58	63	0	272	1,039
	5:00 PM	0	0	0	0	0	14	0	52	0	0	44	6	0	64	57	0	237	1,013
	5:15 PM	0	0	0	0	0	5	0	56	0	0	48	7	0	72	55	0	243	990
	5:30 PM	0	0	0	0	0	8	0	71	0	0	39	10	0	54	54	0	236	988
	5:45 PM	0	0	0	0	0	5	0	52	0	0	46	10	0	38	41	0	192	908
	6:00 PM	0	0	0	0	0	7	0	52	0	0	36	8	0	58	44	0	205	876
	6:15 PM	0	0	0	0	0	10	0	46	0	0	40	9	0	52	46	0	203	836
	6:30 PM	0	0	0	0	0	16	0	50	0	0	29	16	0	52	54	0	217	817
	6:45 PM	0	0	0	0	0	9	0	55	0	0	31	13	0	41	34	0	183	808
	7:00 PM	0	0	0	0	0	9	0	46	0	0	32	10	0	41	37	0	175	778
	7:15 PM	0	0	0	0	0	15	0	44	0	0	40	9	0	33	35	0	176	751
	7:30 PM	0	0	0	0	0	11	0	39	0	0	28	19	0	34	36	0	167	701
	7:45 PM	0	0	0	0	0	9	0	41	0	0	22	8	0	37	24	0	141	659
Count Total		0	0	0	0	0	214	0	1,092	0	0	813	226	0	1,047	983	0	4,375	0
Peak Hour	All	0	0	0	0	0	57	0	261	0	0	188	53	0	244	236	0	1,039	0
	HV	0	0	0	0	0	1	0	6	0	0	1	1	0	4	1	0	14	0
	HV%	-	-	-	-	-	2%	-	2%	-	-	1%	2%	-	2%	0%	-	1%	0
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
	3:00 PM	0	2	0	4	6	0	1	0	0	1	2	0	0	0	0	2		
	3:15 PM	0	1	0	2	3	0	0	0	0	0	2	0	0	0	0	2		
	3:30 PM	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3		
	4:00 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	2		
	4:15 PM	0	0	1	2	3	0	1	0	0	1	0	0	0	0	0	0		
	4:30 PM	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	1	0	1	2	0	0	0	0	0	3	0	0	0	0	3		
	5:15 PM	0	4	0	5	9	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	3	1	1	5	0	0	0	0	0	1	0	0	0	0	1		
	5:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2		
	6:30 PM	0	3	1	3	7	0	0	0	0	0	1	0	0	0	0	1		
	6:45 PM	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	2		
	7:00 PM	0	3	0	1	4	0	0	0	0	0	2	0	0	0	0	2		
	7:15 PM	0	2	0	1	3	0	0	0	0	0	1	0	0	0	0	1		
	7:30 PM	0	3	2	2	7	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0		
Count Total		0	36	6	36	78	0	2	0	0	2	21	0	0	0	0	21		
Peak Hr		0	7	2	5	14	0	1	0	0	1	2	0	0	0	0	2		

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				8th St				Midland Ave				Midland Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	6	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	0
3:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	7	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
4:00 PM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	13
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	13
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	4	10
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	4	14
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	13
5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	3	2	0	9	19
5:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	5	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	19
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	20
6:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	13
6:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	0	2	1	0	7	15
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
7:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	4	14
7:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	15
7:30 PM	0	0	0	0	0	1	0	2	0	0	1	1	0	2	0	0	7	15
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	16
Count Total	0	0	0	0	0	3	0	33	0	0	4	2	0	27	9	0	78	0
Peak Hour	0	0	0	0	0	1	0	6	0	0	1	1	0	4	1	0	14	0

Five-Hour Count Summaries - Bikes																		
Interval Start	n/a			8th St			Midland Ave			Midland Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	1				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	1	0	1	0	0	0	0	0	0	2	0				
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	1	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Vehicle Classification Report Summary



Location: 8th St W/O School St
Count Direction: Eastbound / Westbound
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	165	20,879	5,510	266	2,629	38	0	7	10	2	1	0	2	29,509
Percent	0.6%	70.8%	18.7%	0.9%	8.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	175	16,929	5,366	268	4,212	34	0	16	13	0	0	0	0	27,013
Percent	0.6%	62.7%	19.9%	1.0%	15.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	340	37,808	10,876	534	6,841	72	0	23	23	2	1	0	2	56,522
Percent	0.6%	66.9%	19.2%	0.9%	12.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	1	0	2	0	0	0	0	0	0	0	0	13
1:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	6	3	3	3	0	0	0	0	0	0	0	0	15
5:00 AM	1	14	4	4	7	0	0	0	0	0	0	0	0	30
6:00 AM	0	34	14	4	13	0	0	0	0	0	0	0	0	65
7:00 AM	1	75	33	2	12	0	0	0	0	0	0	0	0	123
8:00 AM	0	97	32	1	16	0	0	0	0	0	0	0	0	146
9:00 AM	5	142	60	0	16	0	0	0	0	0	0	0	0	223
10:00 AM	4	165	48	1	19	0	0	0	0	0	0	0	0	237
11:00 AM	1	202	55	1	24	0	0	0	0	0	0	0	0	283
12:00 PM	1	224	59	1	25	1	0	0	0	0	0	0	0	311
1:00 PM	1	203	63	3	21	0	0	0	0	0	0	0	0	291
2:00 PM	1	232	46	2	21	0	0	0	0	0	0	0	0	302
3:00 PM	0	199	49	3	17	1	0	0	0	0	0	0	0	269
4:00 PM	4	214	50	1	22	0	0	1	0	0	0	0	0	292
5:00 PM	2	184	36	3	20	0	0	0	1	0	0	0	0	246
6:00 PM	1	186	39	3	14	0	0	0	0	0	0	0	0	243
7:00 PM	0	137	30	2	22	0	0	0	0	0	0	0	0	191
8:00 PM	0	86	13	3	4	0	0	0	0	0	0	0	0	106
9:00 PM	0	71	25	1	8	0	0	0	0	0	0	0	0	105
10:00 PM	1	28	6	1	4	0	0	0	0	0	0	0	0	40
11:00 PM	1	22	6	2	1	0	0	0	0	0	0	0	0	32
Total	24	2,546	674	41	292	2	0	1	1	0	0	0	0	3,581
Percent	0.7%	71.1%	18.8%	1.1%	8.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	3	3	4	0	0	0	0	0	0	0	0	22
1:00 AM	0	14	2	1	6	0	0	0	0	0	0	0	0	23
2:00 AM	0	6	3	2	4	0	0	0	0	0	0	0	0	15
3:00 AM	0	6	2	0	5	0	0	0	0	0	0	0	0	13
4:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
5:00 AM	1	3	1	1	2	1	0	0	0	0	0	0	0	9
6:00 AM	0	11	10	1	13	0	0	0	0	0	0	0	0	35
7:00 AM	0	34	7	2	13	0	0	0	0	0	0	0	0	56
8:00 AM	0	68	20	1	25	0	0	0	0	0	0	0	0	114
9:00 AM	5	107	37	2	21	0	0	0	0	0	0	0	0	172
10:00 AM	0	170	55	2	50	0	0	0	0	0	0	0	0	277
11:00 AM	2	198	58	3	47	1	0	0	0	0	0	0	0	309
12:00 PM	1	223	65	1	51	1	0	0	0	0	0	0	0	342
1:00 PM	4	198	55	3	50	0	0	0	0	0	0	0	0	310
2:00 PM	3	194	62	2	29	0	0	0	0	0	0	0	0	290
3:00 PM	5	156	52	2	34	0	0	0	0	0	0	0	0	249
4:00 PM	4	196	54	4	47	0	0	0	0	0	0	0	0	305
5:00 PM	7	153	59	2	39	0	0	1	0	0	0	0	0	261
6:00 PM	4	147	45	1	36	0	0	0	1	0	0	0	0	234
7:00 PM	1	140	37	1	33	0	0	0	0	0	0	0	0	212
8:00 PM	0	106	31	4	22	0	0	0	0	0	0	0	0	163
9:00 PM	1	75	12	4	13	0	0	0	0	0	0	0	0	105
10:00 PM	0	37	5	1	9	0	0	0	0	0	0	0	0	52
11:00 PM	2	29	7	2	10	0	0	0	0	0	0	0	0	50
Total	40	2,288	683	45	564	3	0	1	1	0	0	0	0	3,625
Percent	1.1%	63.1%	18.8%	1.2%	15.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	8	1	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
4:00 AM	0	3	3	3	3	0	0	0	0	0	0	0	0	12
5:00 AM	1	10	4	4	4	0	0	0	0	0	0	0	0	23
6:00 AM	1	22	9	2	8	0	0	0	0	0	0	0	0	42
7:00 AM	0	37	14	2	11	0	0	0	0	0	0	0	0	64
8:00 AM	0	78	26	1	10	0	0	0	0	0	0	0	0	115
9:00 AM	1	119	37	0	19	0	0	0	0	0	0	0	0	176
10:00 AM	0	150	38	1	16	0	0	0	0	0	0	0	0	205
11:00 AM	1	191	52	2	14	0	0	0	0	0	0	0	0	260
12:00 PM	1	180	44	2	18	0	0	0	0	0	0	0	0	245
1:00 PM	7	183	50	5	22	0	0	0	0	0	0	0	0	267
2:00 PM	1	166	52	3	17	0	0	0	0	0	0	0	0	239
3:00 PM	4	219	59	1	20	0	0	0	0	0	0	0	0	303
4:00 PM	0	194	47	1	17	0	0	0	0	0	0	0	0	259
5:00 PM	1	176	24	2	14	0	0	0	0	0	0	0	0	217
6:00 PM	1	153	39	2	26	0	0	0	0	0	0	0	0	221
7:00 PM	1	124	29	1	13	0	0	0	0	0	0	0	0	168
8:00 PM	1	87	9	3	6	0	0	0	0	0	0	0	0	106
9:00 PM	1	41	11	1	6	0	0	0	0	0	0	0	0	60
10:00 PM	0	21	5	1	1	0	0	0	0	0	0	0	0	28
11:00 PM	1	9	1	0	1	0	0	0	0	0	0	0	0	12
Total	23	2,199	565	38	248	0	0	0	0	0	0	0	0	3,073
Percent	0.7%	71.6%	18.4%	1.2%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	3	2	2	0	0	0	0	0	0	0	0	18
1:00 AM	0	13	0	1	3	0	0	0	0	0	0	0	0	17
2:00 AM	0	12	3	1	5	0	0	0	0	0	0	0	0	21
3:00 AM	0	8	2	2	2	0	0	0	0	0	0	0	0	14
4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
6:00 AM	2	10	6	0	1	0	0	0	0	0	0	0	0	19
7:00 AM	0	21	11	1	7	0	0	0	0	0	0	0	0	40
8:00 AM	0	39	14	1	13	0	0	0	0	0	0	0	0	67
9:00 AM	0	86	45	2	32	0	0	0	0	0	0	0	0	165
10:00 AM	0	125	34	2	22	0	0	0	0	0	0	0	0	183
11:00 AM	2	171	50	4	35	0	0	0	0	0	0	0	0	262
12:00 PM	1	161	55	0	32	0	0	0	0	0	0	0	0	249
1:00 PM	2	185	49	1	44	0	0	0	0	0	0	0	0	281
2:00 PM	1	173	58	2	45	0	0	0	0	0	0	0	0	279
3:00 PM	1	168	48	1	33	0	0	0	0	0	0	0	0	251
4:00 PM	4	143	48	2	33	0	0	0	0	0	0	0	0	230
5:00 PM	3	121	55	3	27	0	0	0	0	0	0	0	0	209
6:00 PM	1	130	30	1	18	0	0	0	0	0	0	0	0	180
7:00 PM	1	120	28	4	23	0	0	0	0	0	0	0	0	176
8:00 PM	0	96	24	2	19	0	0	0	0	0	0	0	0	141
9:00 PM	0	41	22	4	10	0	0	0	0	0	0	0	0	77
10:00 PM	0	33	6	0	5	0	0	0	0	0	0	0	0	44
11:00 PM	0	10	4	1	2	0	0	0	0	0	0	0	0	17
Total	18	1,885	595	38	414	0	0	0	0	0	0	0	0	2,950
Percent	0.6%	63.9%	20.2%	1.3%	14.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	1	9	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	5	1	3	2	0	0	0	0	0	0	0	0	11
5:00 AM	0	25	11	4	10	1	0	0	0	0	0	0	0	51
6:00 AM	3	70	30	4	22	1	0	0	0	0	0	0	0	130
7:00 AM	0	242	83	3	42	0	0	0	0	0	0	0	0	370
8:00 AM	0	346	92	1	47	0	0	0	0	0	0	0	0	486
9:00 AM	0	174	59	0	25	2	0	0	0	0	0	0	0	260
10:00 AM	2	183	46	4	27	0	0	0	0	0	0	0	0	262
11:00 AM	2	281	63	1	55	0	0	0	0	0	0	0	0	402
12:00 PM	3	335	68	3	41	0	0	0	1	0	0	0	0	451
1:00 PM	3	381	109	6	51	4	0	0	0	0	0	0	0	554
2:00 PM	3	316	91	2	26	0	0	0	0	1	0	0	0	439
3:00 PM	0	352	84	2	33	1	0	0	0	0	0	0	1	473
4:00 PM	1	245	54	2	27	2	0	1	0	0	0	0	0	332
5:00 PM	2	232	54	2	24	0	0	0	0	0	0	0	1	315
6:00 PM	5	173	44	2	20	0	0	0	0	0	0	0	0	244
7:00 PM	2	117	43	0	11	0	0	0	0	0	0	0	0	173
8:00 PM	1	70	22	3	14	0	0	0	0	0	0	0	0	110
9:00 PM	0	45	13	1	6	0	0	0	0	0	0	0	0	65
10:00 PM	0	27	6	1	3	0	0	0	0	0	0	0	0	37
11:00 PM	0	8	1	0	3	0	0	0	0	0	0	0	0	12
Total	29	3,649	979	44	489	11	0	1	1	1	0	0	2	5,206
Percent	0.6%	70.1%	18.8%	0.8%	9.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	1	3	0	0	0	0	0	0	0	0	11
1:00 AM	2	4	1	1	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	3	1	1	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	1	9	7	1	1	1	0	0	0	0	0	0	0	20
6:00 AM	0	14	8	1	12	0	0	0	0	0	0	0	0	35
7:00 AM	1	51	22	0	19	1	0	0	0	0	0	0	0	94
8:00 AM	1	129	51	2	28	1	0	0	0	0	0	0	0	212
9:00 AM	2	104	43	2	23	0	0	0	0	0	0	0	0	174
10:00 AM	0	142	53	2	41	0	0	0	0	0	0	0	0	238
11:00 AM	4	204	53	3	48	1	0	0	0	0	0	0	0	313
12:00 PM	3	246	62	2	55	0	0	0	0	0	0	0	0	368
1:00 PM	4	182	42	1	44	0	0	0	1	0	0	0	0	274
2:00 PM	2	243	76	2	57	0	0	0	0	0	0	0	0	380
3:00 PM	1	265	73	2	72	0	0	0	0	0	0	0	0	413
4:00 PM	2	257	78	4	80	1	0	0	0	0	0	0	0	422
5:00 PM	2	278	87	2	53	0	0	1	0	0	0	0	0	423
6:00 PM	1	184	61	2	58	0	0	0	1	0	0	0	0	307
7:00 PM	0	132	45	0	37	0	0	0	1	0	0	0	0	215
8:00 PM	2	70	27	3	27	0	0	0	0	0	0	0	0	129
9:00 PM	2	43	16	2	16	0	0	0	0	0	0	0	0	79
10:00 PM	0	27	3	0	7	0	0	0	0	0	0	0	0	37
11:00 PM	0	8	2	1	1	0	0	0	0	0	0	0	0	12
Total	30	2,606	818	35	683	5	0	1	3	0	0	0	0	4,181
Percent	0.7%	62.3%	19.6%	0.8%	16.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	5	1	1	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	11	3	3	4	0	0	0	0	0	0	0	0	21
5:00 AM	0	26	13	4	11	0	0	0	0	0	0	0	0	54
6:00 AM	0	83	35	5	25	0	0	0	0	0	0	0	0	148
7:00 AM	1	239	72	2	35	0	0	0	0	0	0	0	0	349
8:00 AM	1	340	106	2	49	0	0	0	0	0	0	0	0	498
9:00 AM	3	187	53	1	30	0	0	0	0	0	0	0	0	274
10:00 AM	1	181	57	1	21	0	0	0	0	0	0	0	0	261
11:00 AM	1	203	43	0	24	1	0	0	1	0	0	0	0	273
12:00 PM	1	249	69	0	24	0	0	1	0	0	0	0	0	344
1:00 PM	1	223	55	7	35	1	0	0	0	0	0	0	0	322
2:00 PM	3	200	49	0	26	0	0	0	0	1	0	0	0	279
3:00 PM	1	261	60	2	21	0	0	0	1	0	0	0	0	346
4:00 PM	5	212	62	2	23	0	0	0	0	0	0	0	0	304
5:00 PM	3	230	55	0	17	1	0	0	0	0	0	0	0	306
6:00 PM	1	172	42	2	22	0	0	0	0	0	0	0	0	239
7:00 PM	0	110	27	2	12	0	0	0	0	0	0	0	0	151
8:00 PM	1	76	15	1	6	0	0	0	0	0	0	0	0	99
9:00 PM	0	33	10	2	3	0	0	0	0	0	0	0	0	48
10:00 PM	0	27	2	0	5	0	0	0	0	0	0	0	0	34
11:00 PM	0	10	2	2	1	0	0	0	0	0	0	0	0	15
Total	26	3,086	832	39	395	3	0	1	2	1	0	0	0	4,385
Percent	0.6%	70.4%	19.0%	0.9%	9.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	1	1	0	0	0	0	0	0	0	0	13
1:00 AM	1	2	1	2	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
3:00 AM	0	3	3	1	3	0	0	0	0	0	0	0	0	10
4:00 AM	1	3	2	0	2	0	0	0	0	0	0	0	0	8
5:00 AM	0	10	6	1	0	0	0	0	0	0	0	0	0	17
6:00 AM	0	19	14	1	12	1	0	0	0	0	0	0	0	47
7:00 AM	1	51	17	1	29	1	0	0	0	0	0	0	0	100
8:00 AM	0	111	37	2	29	0	0	0	0	0	0	0	0	179
9:00 AM	2	122	31	2	27	0	0	0	0	0	0	0	0	184
10:00 AM	2	126	49	2	40	0	0	0	1	0	0	0	0	220
11:00 AM	7	182	40	1	45	2	0	0	0	0	0	0	0	277
12:00 PM	4	200	59	1	41	1	0	1	0	0	0	0	0	307
1:00 PM	0	199	70	3	60	0	0	0	0	0	0	0	0	332
2:00 PM	0	197	60	2	49	2	0	0	0	0	0	0	0	310
3:00 PM	6	289	76	2	45	1	0	0	0	0	0	0	0	419
4:00 PM	5	271	75	2	51	0	0	0	0	0	0	0	0	404
5:00 PM	1	302	77	3	51	0	0	1	0	0	0	0	0	435
6:00 PM	5	179	43	1	62	0	0	0	0	0	0	0	0	290
7:00 PM	2	142	46	2	45	0	0	0	0	0	0	0	0	237
8:00 PM	0	81	25	2	16	0	0	0	0	0	0	0	0	124
9:00 PM	0	37	17	2	10	0	0	0	0	0	0	0	0	66
10:00 PM	0	23	3	1	6	0	0	0	0	0	0	0	0	33
11:00 PM	0	8	4	2	1	0	0	0	0	0	0	0	0	15
Total	37	2,568	757	37	627	8	0	2	1	0	0	0	0	4,037
Percent	0.9%	63.6%	18.8%	0.9%	15.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	0	1	1	0	0	0	0	0	0	0	0	9
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	3	2	2	5	0	0	0	0	0	0	0	0	12
5:00 AM	1	26	10	4	10	0	0	0	0	0	0	0	0	51
6:00 AM	0	86	43	4	32	0	0	0	0	0	0	0	0	165
7:00 AM	1	220	91	3	36	0	0	0	0	0	0	0	0	351
8:00 AM	1	328	90	2	53	1	0	0	0	0	0	0	0	475
9:00 AM	0	183	48	0	27	1	0	0	0	0	0	0	0	259
10:00 AM	1	207	55	2	30	1	0	0	0	0	0	0	0	296
11:00 AM	0	228	56	0	28	1	0	0	0	0	0	0	0	313
12:00 PM	1	222	49	0	29	1	0	0	1	0	0	0	0	303
1:00 PM	4	236	47	4	28	0	0	1	0	0	0	0	0	320
2:00 PM	0	250	54	1	26	2	0	0	1	0	0	0	0	334
3:00 PM	0	247	47	3	27	0	0	0	0	0	0	0	0	324
4:00 PM	1	200	58	1	28	0	0	0	0	0	0	0	0	288
5:00 PM	2	210	54	1	23	0	0	0	0	0	0	0	0	290
6:00 PM	0	172	38	0	18	0	0	0	0	0	0	0	0	228
7:00 PM	0	120	31	1	14	0	0	1	0	0	0	0	0	167
8:00 PM	1	68	12	2	10	0	0	0	0	0	0	0	0	93
9:00 PM	0	40	6	1	5	0	0	0	0	0	0	0	0	52
10:00 PM	0	23	3	0	3	0	0	0	0	0	0	0	0	29
11:00 PM	0	7	3	1	1	0	0	0	0	0	0	0	0	12
Total	14	3,090	798	33	434	7	0	2	2	0	0	0	0	4,380
Percent	0.3%	70.5%	18.2%	0.8%	9.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	2	2	0	0	0	0	0	0	0	0	15
1:00 AM	0	4	1	0	3	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	1	3	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	2	4	0	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	9	7	1	3	1	0	0	0	0	0	0	0	21
6:00 AM	0	20	12	1	12	0	0	0	1	0	0	0	0	46
7:00 AM	1	51	16	1	33	2	0	0	0	0	0	0	0	104
8:00 AM	0	114	47	1	42	0	0	0	0	0	0	0	0	204
9:00 AM	0	102	30	2	27	0	0	0	0	0	0	0	0	161
10:00 AM	2	138	57	1	42	0	0	0	0	0	0	0	0	240
11:00 AM	1	171	59	3	41	0	0	0	0	0	0	0	0	275
12:00 PM	1	196	53	1	54	1	0	0	0	0	0	0	0	306
1:00 PM	3	203	61	2	29	0	0	0	0	0	0	0	0	298
2:00 PM	1	286	72	2	58	1	0	0	0	0	0	0	0	420
3:00 PM	0	190	57	1	43	1	0	0	0	0	0	0	0	292
4:00 PM	4	231	72	4	71	0	0	0	0	0	0	0	0	382
5:00 PM	3	276	81	1	55	0	0	0	0	0	0	0	0	416
6:00 PM	2	174	54	3	46	1	0	0	0	0	0	0	0	280
7:00 PM	0	145	54	2	49	0	0	0	0	0	0	0	0	250
8:00 PM	0	69	27	3	21	0	0	0	0	0	0	0	0	120
9:00 PM	2	40	13	1	12	0	0	0	0	0	0	0	0	68
10:00 PM	0	26	12	1	8	0	0	0	0	0	0	0	0	47
11:00 PM	0	15	3	1	2	0	0	0	0	0	0	0	0	21
Total	20	2,473	796	38	658	7	0	0	1	0	0	0	0	3,993
Percent	0.5%	61.9%	19.9%	1.0%	16.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	11	2	2	5	0	0	0	0	0	0	0	0	20
5:00 AM	0	24	13	4	12	0	0	0	0	0	0	0	0	53
6:00 AM	0	70	43	6	22	0	0	0	0	0	0	0	0	141
7:00 AM	2	231	60	3	40	0	0	0	0	0	0	0	0	336
8:00 AM	1	298	90	3	34	0	0	0	1	0	0	0	0	427
9:00 AM	0	194	56	0	24	0	0	0	0	0	0	0	0	274
10:00 AM	4	186	59	2	20	0	0	0	0	0	0	0	0	271
11:00 AM	5	214	65	1	36	0	0	0	0	0	0	0	0	321
12:00 PM	0	218	56	3	26	1	0	0	0	0	0	0	0	304
1:00 PM	2	223	53	3	34	0	0	0	0	0	0	0	0	315
2:00 PM	0	227	53	1	21	1	0	0	0	0	0	0	0	303
3:00 PM	0	306	82	3	25	0	0	0	0	0	0	0	0	416
4:00 PM	1	204	53	3	18	0	0	0	0	0	0	0	0	279
5:00 PM	4	232	49	2	19	0	0	0	1	0	0	0	0	307
6:00 PM	1	161	43	1	18	0	0	0	0	0	0	0	0	224
7:00 PM	0	155	35	3	11	0	0	0	0	0	0	0	0	204
8:00 PM	0	85	17	1	11	0	0	0	0	0	0	0	0	114
9:00 PM	1	59	6	1	9	0	0	0	0	0	0	0	0	76
10:00 PM	0	22	10	0	2	0	0	0	0	0	0	0	0	34
11:00 PM	0	9	0	2	0	0	0	0	0	0	0	0	0	11
Total	21	3,144	849	44	389	2	0	0	2	0	0	0	0	4,451
Percent	0.5%	70.6%	19.1%	1.0%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	1	0	4	0	0	0	0	0	0	0	0	14
1:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
4:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
5:00 AM	0	6	8	1	5	0	0	0	0	0	0	0	0	20
6:00 AM	0	18	8	3	13	0	0	0	1	0	0	0	0	43
7:00 AM	0	50	20	1	14	0	0	0	2	0	0	0	0	87
8:00 AM	0	106	44	0	32	0	0	0	0	0	0	0	0	182
9:00 AM	0	105	37	2	31	0	0	0	0	0	0	0	0	175
10:00 AM	1	129	59	1	41	0	0	0	0	0	0	0	0	231
11:00 AM	0	163	63	5	46	1	0	0	0	0	0	0	0	278
12:00 PM	3	214	82	1	50	0	0	0	0	0	0	0	0	350
1:00 PM	0	180	61	1	52	0	0	1	0	0	0	0	0	295
2:00 PM	0	215	69	2	44	0	0	3	0	0	0	0	0	333
3:00 PM	2	284	95	3	60	0	0	1	0	0	0	0	0	445
4:00 PM	1	233	68	3	60	1	0	2	0	0	0	0	0	368
5:00 PM	0	269	76	2	59	0	0	3	0	0	0	0	0	409
6:00 PM	1	163	53	2	54	0	0	0	1	0	0	0	0	274
7:00 PM	0	116	36	3	29	1	0	0	0	0	0	0	0	185
8:00 PM	0	83	23	3	22	0	0	0	0	0	0	0	0	131
9:00 PM	0	50	30	2	21	0	0	0	0	0	0	0	0	103
10:00 PM	0	29	8	1	9	0	0	0	0	0	0	0	0	47
11:00 PM	0	18	3	1	3	0	0	0	0	0	0	0	0	25
Total	8	2,451	849	38	655	3	0	10	4	0	0	0	0	4,018
Percent	0.2%	61.0%	21.1%	0.9%	16.3%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
1:00 AM	1	5	4	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	3	3	3	0	0	0	0	0	0	0	0	12
5:00 AM	0	20	10	3	9	1	0	0	0	0	0	0	0	43
6:00 AM	0	65	37	2	19	0	0	0	0	0	0	0	0	123
7:00 AM	0	189	61	1	40	1	0	0	0	0	0	0	0	292
8:00 AM	2	261	82	0	24	0	0	0	0	0	0	0	0	369
9:00 AM	0	198	60	1	25	1	0	0	0	0	0	0	0	285
10:00 AM	3	238	67	1	31	2	0	0	0	0	0	0	0	342
11:00 AM	3	200	53	1	22	0	0	0	1	0	0	0	0	280
12:00 PM	4	227	58	0	31	0	0	0	0	0	0	0	0	320
1:00 PM	0	213	47	2	27	1	0	1	0	0	0	0	0	291
2:00 PM	3	214	53	2	31	3	0	0	0	0	0	0	0	306
3:00 PM	3	276	61	1	18	2	0	0	0	0	0	0	0	361
4:00 PM	0	217	32	2	21	2	0	1	0	0	0	0	0	275
5:00 PM	3	217	38	2	21	0	0	0	1	0	1	0	0	283
6:00 PM	3	229	53	2	21	0	0	0	0	0	0	0	0	308
7:00 PM	1	150	39	0	11	0	0	0	0	0	0	0	0	201
8:00 PM	2	108	26	3	5	0	0	0	0	0	0	0	0	144
9:00 PM	0	66	17	1	6	0	0	0	0	0	0	0	0	90
10:00 PM	0	49	8	0	11	0	0	0	0	0	0	0	0	68
11:00 PM	0	10	4	0	4	0	0	0	0	0	0	0	0	18
Total	28	3,165	813	27	382	13	0	2	2	0	1	0	0	4,433
Percent	0.6%	71.4%	18.3%	0.6%	8.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	3	1	3	0	0	0	0	0	0	0	0	17
1:00 AM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	3	1	1	0	0	0	0	0	0	0	0	7
3:00 AM	0	3	0	1	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	7	5	0	6	0	0	0	0	0	0	0	0	18
6:00 AM	1	27	7	1	17	0	0	0	1	0	0	0	0	54
7:00 AM	0	41	19	1	17	2	0	0	0	0	0	0	0	80
8:00 AM	0	113	58	0	32	1	0	0	0	0	0	0	0	204
9:00 AM	0	102	29	1	25	1	0	0	1	0	0	0	0	159
10:00 AM	2	148	47	2	34	1	0	1	0	0	0	0	0	235
11:00 AM	3	194	74	2	39	0	0	0	0	0	0	0	0	312
12:00 PM	0	220	65	1	54	0	0	0	0	0	0	0	0	340
1:00 PM	3	187	60	2	53	1	0	0	0	0	0	0	0	306
2:00 PM	0	187	58	3	48	1	0	0	0	0	0	0	0	297
3:00 PM	1	324	90	2	37	1	0	0	0	0	0	0	0	455
4:00 PM	2	234	87	3	56	0	0	0	0	0	0	0	0	382
5:00 PM	2	237	63	2	50	0	0	1	0	0	0	0	0	355
6:00 PM	4	179	64	1	31	0	0	0	1	0	0	0	0	280
7:00 PM	3	149	45	4	40	0	0	0	0	0	0	0	0	241
8:00 PM	0	100	26	4	20	0	0	0	0	0	0	0	0	150
9:00 PM	0	93	44	3	23	0	0	0	0	0	0	0	0	163
10:00 PM	0	73	16	0	19	0	0	0	0	0	0	0	0	108
11:00 PM	1	24	5	1	4	0	0	0	0	0	0	0	0	35
Total	22	2,658	868	37	611	8	0	2	3	0	0	0	0	4,209
Percent	0.5%	63.2%	20.6%	0.9%	14.5%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	6	2	3	4	0	0	0	0	0	0	0	0	15
5:00 AM	0	21	9	4	9	0	0	0	0	0	0	0	0	43
6:00 AM	1	61	30	4	20	0	0	0	0	0	0	0	0	116
7:00 AM	1	176	59	2	31	0	0	0	0	0	0	0	0	269
8:00 AM	1	250	74	1	33	0	0	0	0	0	0	0	0	359
9:00 AM	1	171	53	0	24	1	0	0	0	0	0	0	0	250
10:00 AM	2	187	53	2	23	0	0	0	0	0	0	0	0	267
11:00 AM	2	217	55	1	29	0	0	0	0	0	0	0	0	304
12:00 PM	2	236	58	1	28	0	0	0	0	0	0	0	0	325
1:00 PM	3	237	61	4	31	1	0	0	0	0	0	0	0	337
2:00 PM	2	229	57	2	24	1	0	0	0	0	0	0	0	315
3:00 PM	1	266	63	2	23	1	0	0	0	0	0	0	0	356
4:00 PM	2	212	51	2	22	1	0	0	0	0	0	0	0	290
5:00 PM	2	212	44	2	20	0	0	0	0	0	0	0	0	280
6:00 PM	2	178	43	2	20	0	0	0	0	0	0	0	0	245
7:00 PM	1	130	33	1	13	0	0	0	0	0	0	0	0	178
8:00 PM	1	83	16	2	8	0	0	0	0	0	0	0	0	110
9:00 PM	0	51	13	1	6	0	0	0	0	0	0	0	0	71
10:00 PM	0	28	6	0	4	0	0	0	0	0	0	0	0	38
11:00 PM	0	11	2	1	2	0	0	0	0	0	0	0	0	16
Total	24	2,982	786	37	375	5	0	0	0	0	0	0	0	4,209
Percent	0.6%	70.8%	18.7%	0.9%	8.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	1	3	0	0	0	0	0	0	0	0	15
1:00 AM	0	6	1	1	2	0	0	0	0	0	0	0	0	10
2:00 AM	0	4	2	1	2	0	0	0	0	0	0	0	0	9
3:00 AM	0	4	1	1	2	0	0	0	0	0	0	0	0	8
4:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
5:00 AM	0	7	5	1	3	0	0	0	0	0	0	0	0	16
6:00 AM	0	17	9	1	11	0	0	0	0	0	0	0	0	38
7:00 AM	0	43	16	1	19	1	0	0	0	0	0	0	0	80
8:00 AM	0	97	39	1	29	0	0	0	0	0	0	0	0	166
9:00 AM	1	104	36	2	27	0	0	0	0	0	0	0	0	170
10:00 AM	1	140	51	2	39	0	0	0	0	0	0	0	0	233
11:00 AM	3	183	57	3	43	1	0	0	0	0	0	0	0	290
12:00 PM	2	209	63	1	48	0	0	0	0	0	0	0	0	323
1:00 PM	2	191	57	2	47	0	0	0	0	0	0	0	0	299
2:00 PM	1	214	65	2	47	1	0	0	0	0	0	0	0	330
3:00 PM	2	239	70	2	46	0	0	0	0	0	0	0	0	359
4:00 PM	3	224	69	3	57	0	0	0	0	0	0	0	0	356
5:00 PM	3	234	71	2	48	0	0	1	0	0	0	0	0	359
6:00 PM	3	165	50	2	44	0	0	0	1	0	0	0	0	265
7:00 PM	1	135	42	2	37	0	0	0	0	0	0	0	0	217
8:00 PM	0	86	26	3	21	0	0	0	0	0	0	0	0	136
9:00 PM	1	54	22	3	15	0	0	0	0	0	0	0	0	95
10:00 PM	0	35	8	1	9	0	0	0	0	0	0	0	0	53
11:00 PM	0	16	4	1	3	0	0	0	0	0	0	0	0	24
Total	23	2,420	768	39	603	3	0	1	1	0	0	0	0	3,858
Percent	0.6%	62.7%	19.9%	1.0%	15.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	8	2	2	5	0	0	0	0	0	0	0	0	18
5:00 AM	0	25	12	4	11	0	0	0	0	0	0	0	0	53
6:00 AM	0	80	40	5	26	0	0	0	0	0	0	0	0	151
7:00 AM	1	230	74	3	37	0	0	0	0	0	0	0	0	345
8:00 AM	1	322	95	2	45	0	0	0	0	0	0	0	0	467
9:00 AM	1	188	52	0	27	0	0	0	0	0	0	0	0	269
10:00 AM	2	191	57	2	24	0	0	0	0	0	0	0	0	276
11:00 AM	2	215	55	0	29	1	0	0	0	0	0	0	0	302
12:00 PM	1	230	58	1	26	1	0	0	0	0	0	0	0	317
1:00 PM	2	227	52	5	32	0	0	0	0	0	0	0	0	319
2:00 PM	1	226	52	1	24	1	0	0	0	0	0	0	0	305
3:00 PM	0	271	63	3	24	0	0	0	0	0	0	0	0	362
4:00 PM	2	205	58	2	23	0	0	0	0	0	0	0	0	290
5:00 PM	3	224	53	1	20	0	0	0	0	0	0	0	0	301
6:00 PM	1	168	41	1	19	0	0	0	0	0	0	0	0	230
7:00 PM	0	128	31	2	12	0	0	0	0	0	0	0	0	174
8:00 PM	1	76	15	1	9	0	0	0	0	0	0	0	0	102
9:00 PM	0	44	7	1	6	0	0	0	0	0	0	0	0	59
10:00 PM	0	24	5	0	3	0	0	0	0	0	0	0	0	32
11:00 PM	0	9	2	2	1	0	0	0	0	0	0	0	0	13
Total	20	3,107	826	39	406	4	0	1	2	0	0	0	0	4,405
Percent	0.5%	70.5%	18.8%	0.9%	9.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	1	2	0	0	0	0	0	0	0	0	14
1:00 AM	0	3	1	1	2	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	1	1	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	2	1	1	2	0	0	0	0	0	0	0	0	7
4:00 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	9
5:00 AM	0	8	7	1	3	0	0	0	0	0	0	0	0	19
6:00 AM	0	19	11	2	12	0	0	0	1	0	0	0	0	45
7:00 AM	1	51	18	1	25	1	0	0	1	0	0	0	0	97
8:00 AM	0	110	43	1	34	0	0	0	0	0	0	0	0	188
9:00 AM	1	110	33	2	28	0	0	0	0	0	0	0	0	173
10:00 AM	2	131	55	1	41	0	0	0	0	0	0	0	0	230
11:00 AM	3	172	54	3	44	1	0	0	0	0	0	0	0	277
12:00 PM	3	203	65	1	48	1	0	0	0	0	0	0	0	321
1:00 PM	1	194	64	2	47	0	0	0	0	0	0	0	0	308
2:00 PM	0	233	67	2	50	1	0	1	0	0	0	0	0	354
3:00 PM	3	254	76	2	49	1	0	0	0	0	0	0	0	385
4:00 PM	3	245	72	3	61	0	0	1	0	0	0	0	0	385
5:00 PM	1	282	78	2	55	0	0	1	0	0	0	0	0	420
6:00 PM	3	172	50	2	54	0	0	0	0	0	0	0	0	281
7:00 PM	1	134	45	2	41	0	0	0	0	0	0	0	0	224
8:00 PM	0	78	25	3	20	0	0	0	0	0	0	0	0	125
9:00 PM	1	42	20	2	14	0	0	0	0	0	0	0	0	79
10:00 PM	0	26	8	1	8	0	0	0	0	0	0	0	0	42
11:00 PM	0	14	3	1	2	0	0	0	0	0	0	0	0	20
Total	22	2,497	801	38	647	6	0	4	2	0	0	0	0	4,016
Percent	0.5%	62.2%	19.9%	0.9%	16.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: 8th St W/O School St
Count Direction: Eastbound / Westbound
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	110	163	1,699	10,477	13,731	3,041	271	16	1	0	0	0	0	0	0	0	0	29,509
Percent	0.4%	0.6%	5.8%	35.5%	46.5%	10.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	25	119	641	3,539	12,792	8,487	1,254	133	19	3	1	0	0	0	0	0	0	27,013
Percent	0.1%	0.4%	2.4%	13.1%	47.4%	31.4%	4.6%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	135	282	2,340	14,016	26,523	11,528	1,525	149	20	3	1	0	0	0	0	0	0	56,522
Percent	0.2%	0.5%	4.1%	24.8%	46.9%	20.4%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	25.7	mph		Mean (Average) Speed	25.6	mph	
85th Percentile	29.3	mph		10 mph Pace	20.7 - 30.7	mph	
95th Percentile	31.7	mph		Percent in Pace	82.7	%	
Westbound				Westbound			
50th Percentile (Median)	28.7	mph		Mean (Average) Speed	28.6	mph	
85th Percentile	32.5	mph		10 mph Pace	23.7 - 33.7	mph	
95th Percentile	35.1	mph		Percent in Pace	80.6	%	

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01



Saturday, September 17, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	7	3	2	0	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	15
5:00 AM	0	1	0	14	12	2	1	0	0	0	0	0	0	0	0	0	0	30
6:00 AM	0	0	2	14	35	11	3	0	0	0	0	0	0	0	0	0	0	65
7:00 AM	0	1	0	27	60	27	7	1	0	0	0	0	0	0	0	0	0	123
8:00 AM	0	0	2	36	75	29	4	0	0	0	0	0	0	0	0	0	0	146
9:00 AM	2	0	6	71	107	30	5	2	0	0	0	0	0	0	0	0	0	223
10:00 AM	0	1	8	70	132	22	4	0	0	0	0	0	0	0	0	0	0	237
11:00 AM	0	2	10	90	139	39	3	0	0	0	0	0	0	0	0	0	0	283
12:00 PM	0	0	18	86	174	28	5	0	0	0	0	0	0	0	0	0	0	311
1:00 PM	0	2	12	64	163	48	2	0	0	0	0	0	0	0	0	0	0	291
2:00 PM	1	0	24	87	143	43	4	0	0	0	0	0	0	0	0	0	0	302
3:00 PM	0	0	6	91	137	34	1	0	0	0	0	0	0	0	0	0	0	269
4:00 PM	0	2	11	76	172	26	5	0	0	0	0	0	0	0	0	0	0	292
5:00 PM	0	1	13	74	121	32	5	0	0	0	0	0	0	0	0	0	0	246
6:00 PM	0	1	20	95	101	23	3	0	0	0	0	0	0	0	0	0	0	243
7:00 PM	0	0	7	89	78	16	1	0	0	0	0	0	0	0	0	0	0	191
8:00 PM	0	0	9	39	47	10	1	0	0	0	0	0	0	0	0	0	0	106
9:00 PM	0	0	5	39	53	8	0	0	0	0	0	0	0	0	0	0	0	105
10:00 PM	0	0	5	9	14	7	4	1	0	0	0	0	0	0	0	0	0	40
11:00 PM	0	0	4	10	12	5	1	0	0	0	0	0	0	0	0	0	0	32
Total	3	11	171	1,105	1,786	442	59	4	0	0	0	0	0	0	0	0	0	3,581
Percent	0.1%	0.3%	4.8%	30.9%	49.9%	12.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.3	mph	Mean (Average) Speed	26.2	mph
85th Percentile	29.9	mph	10 mph Pace	21.6 - 31.6	mph
95th Percentile	32.3	mph	Percent in Pace	82.9	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01



Saturday, September 17, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	9	7	1	1	0	0	0	0	0	0	0	0	0	22
1:00 AM	0	0	1	5	10	6	1	0	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	0	1	5	6	2	0	1	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	0	0	3	9	1	0	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	0	1	3	19	8	4	0	0	0	0	0	0	0	0	0	0	35
7:00 AM	0	0	1	7	20	20	6	2	0	0	0	0	0	0	0	0	0	56
8:00 AM	0	0	2	6	53	41	10	2	0	0	0	0	0	0	0	0	0	114
9:00 AM	0	2	3	17	92	45	13	0	0	0	0	0	0	0	0	0	0	172
10:00 AM	0	0	2	16	146	101	11	1	0	0	0	0	0	0	0	0	0	277
11:00 AM	0	1	9	23	123	136	16	1	0	0	0	0	0	0	0	0	0	309
12:00 PM	0	3	3	30	161	128	17	0	0	0	0	0	0	0	0	0	0	342
1:00 PM	1	2	4	31	127	122	22	1	0	0	0	0	0	0	0	0	0	310
2:00 PM	0	2	6	36	132	95	15	3	1	0	0	0	0	0	0	0	0	290
3:00 PM	0	1	9	14	90	118	17	0	0	0	0	0	0	0	0	0	0	249
4:00 PM	1	0	1	23	145	113	20	2	0	0	0	0	0	0	0	0	0	305
5:00 PM	0	3	7	14	105	105	24	3	0	0	0	0	0	0	0	0	0	261
6:00 PM	0	0	9	29	114	75	7	0	0	0	0	0	0	0	0	0	0	234
7:00 PM	2	1	7	36	101	61	4	0	0	0	0	0	0	0	0	0	0	212
8:00 PM	0	0	6	42	78	32	5	0	0	0	0	0	0	0	0	0	0	163
9:00 PM	0	0	2	17	65	19	2	0	0	0	0	0	0	0	0	0	0	105
10:00 PM	0	0	1	14	26	9	2	0	0	0	0	0	0	0	0	0	0	52
11:00 PM	0	0	2	5	26	13	4	0	0	0	0	0	0	0	0	0	0	50
Total	4	15	77	382	1,663	1,265	201	17	1	0	0	0	0	0	0	0	0	3,625
Percent	0.1%	0.4%	2.1%	10.5%	45.9%	34.9%	5.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.2	mph	Mean (Average) Speed	29.1	mph
85th Percentile	33.0	mph	10 mph Pace	24.2 - 34.2	mph
95th Percentile	35.5	mph	Percent in Pace	81.68	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01

Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	10	4	1	2	0	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	1	1	8	2	1	0	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	2	1	3	4	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	12
5:00 AM	0	1	1	5	11	3	2	0	0	0	0	0	0	0	0	0	0	23
6:00 AM	0	0	2	11	18	8	2	1	0	0	0	0	0	0	0	0	0	42
7:00 AM	0	0	1	12	38	9	4	0	0	0	0	0	0	0	0	0	0	64
8:00 AM	0	0	0	16	65	30	4	0	0	0	0	0	0	0	0	0	0	115
9:00 AM	1	1	7	39	95	28	5	0	0	0	0	0	0	0	0	0	0	176
10:00 AM	0	1	6	41	114	40	3	0	0	0	0	0	0	0	0	0	0	205
11:00 AM	0	1	9	57	150	41	2	0	0	0	0	0	0	0	0	0	0	260
12:00 PM	0	2	15	71	112	43	2	0	0	0	0	0	0	0	0	0	0	245
1:00 PM	0	1	7	91	122	42	4	0	0	0	0	0	0	0	0	0	0	267
2:00 PM	0	0	10	57	126	42	3	1	0	0	0	0	0	0	0	0	0	239
3:00 PM	1	1	16	67	164	51	3	0	0	0	0	0	0	0	0	0	0	303
4:00 PM	0	1	9	61	154	33	1	0	0	0	0	0	0	0	0	0	0	259
5:00 PM	0	1	18	69	101	25	3	0	0	0	0	0	0	0	0	0	0	217
6:00 PM	0	0	19	72	102	26	2	0	0	0	0	0	0	0	0	0	0	221
7:00 PM	0	0	14	56	73	23	2	0	0	0	0	0	0	0	0	0	0	168
8:00 PM	0	0	7	37	52	10	0	0	0	0	0	0	0	0	0	0	0	106
9:00 PM	0	0	0	26	25	9	0	0	0	0	0	0	0	0	0	0	0	60
10:00 PM	0	0	0	12	12	3	1	0	0	0	0	0	0	0	0	0	0	28
11:00 PM	0	0	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	12
Total	2	11	148	830	1,554	477	49	2	0	0	0	0	0	0	0	0	0	3,073
Percent	0.1%	0.4%	4.8%	27.0%	50.6%	15.5%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.6	mph	Mean (Average) Speed	26.5	mph
85th Percentile	30.3	mph	10 mph Pace	22.0 - 32.0	mph
95th Percentile	32.9	mph	Percent in Pace	82.7	%

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01



Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	4	8	4	0	1	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	0	1	4	7	4	1	0	0	0	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	6	7	7	1	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	0	0	1	8	3	1	0	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	1	1	11	3	3	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	0	0	3	22	11	3	0	0	1	0	0	0	0	0	0	0	40
8:00 AM	0	0	0	1	30	29	7	0	0	0	0	0	0	0	0	0	0	67
9:00 AM	0	1	6	22	70	60	6	0	0	0	0	0	0	0	0	0	0	165
10:00 AM	0	0	3	11	86	63	18	2	0	0	0	0	0	0	0	0	0	183
11:00 AM	0	1	3	19	114	109	15	0	1	0	0	0	0	0	0	0	0	262
12:00 PM	0	2	5	16	98	104	20	4	0	0	0	0	0	0	0	0	0	249
1:00 PM	0	1	3	27	121	110	18	1	0	0	0	0	0	0	0	0	0	281
2:00 PM	0	0	0	27	113	110	27	2	0	0	0	0	0	0	0	0	0	279
3:00 PM	0	0	2	21	92	109	23	2	2	0	0	0	0	0	0	0	0	251
4:00 PM	0	1	3	15	98	91	18	4	0	0	0	0	0	0	0	0	0	230
5:00 PM	0	2	5	29	102	57	11	3	0	0	0	0	0	0	0	0	0	209
6:00 PM	0	0	5	21	87	55	11	1	0	0	0	0	0	0	0	0	0	180
7:00 PM	0	1	7	26	78	52	12	0	0	0	0	0	0	0	0	0	0	176
8:00 PM	0	0	3	28	68	39	3	0	0	0	0	0	0	0	0	0	0	141
9:00 PM	0	0	0	21	37	18	1	0	0	0	0	0	0	0	0	0	0	77
10:00 PM	0	0	0	6	30	4	3	1	0	0	0	0	0	0	0	0	0	44
11:00 PM	0	0	1	0	10	5	1	0	0	0	0	0	0	0	0	0	0	17
Total	0	10	49	310	1,304	1,048	203	21	4	1	0	0	0	0	0	0	0	2,950
Percent	0.0%	0.3%	1.7%	10.5%	44.2%	35.5%	6.9%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.4	mph	Mean (Average) Speed	29.4	mph
85th Percentile	33.4	mph	10 mph Pace	24.4 - 34.4	mph
95th Percentile	36.1	mph	Percent in Pace	80.27	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01

Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	3	3	1	0	1	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	6	3	1	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	6	3	1	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	1	13	25	10	2	0	0	0	0	0	0	0	0	0	0	51
6:00 AM	1	2	0	36	70	21	0	0	0	0	0	0	0	0	0	0	0	130
7:00 AM	0	2	14	141	173	35	5	0	0	0	0	0	0	0	0	0	0	370
8:00 AM	48	25	64	126	187	31	5	0	0	0	0	0	0	0	0	0	0	486
9:00 AM	0	0	6	84	133	36	1	0	0	0	0	0	0	0	0	0	0	260
10:00 AM	0	1	11	74	138	33	5	0	0	0	0	0	0	0	0	0	0	262
11:00 AM	0	0	27	153	179	39	4	0	0	0	0	0	0	0	0	0	0	402
12:00 PM	0	2	49	216	155	29	0	0	0	0	0	0	0	0	0	0	0	451
1:00 PM	42	38	99	223	128	23	1	0	0	0	0	0	0	0	0	0	0	554
2:00 PM	0	0	19	191	188	40	1	0	0	0	0	0	0	0	0	0	0	439
3:00 PM	1	2	45	220	176	29	0	0	0	0	0	0	0	0	0	0	0	473
4:00 PM	0	1	18	155	132	25	1	0	0	0	0	0	0	0	0	0	0	332
5:00 PM	0	1	18	127	141	24	4	0	0	0	0	0	0	0	0	0	0	315
6:00 PM	0	1	17	75	126	23	2	0	0	0	0	0	0	0	0	0	0	244
7:00 PM	0	0	9	75	71	15	3	0	0	0	0	0	0	0	0	0	0	173
8:00 PM	0	0	4	46	51	7	1	1	0	0	0	0	0	0	0	0	0	110
9:00 PM	0	0	5	25	22	13	0	0	0	0	0	0	0	0	0	0	0	65
10:00 PM	0	0	2	12	19	4	0	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	1	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	12
Total	92	77	409	2,018	2,128	442	37	3	0	0	0	0	0	0	0	0	0	5,206
Percent	1.8%	1.5%	7.9%	38.8%	40.9%	8.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.1	mph	Mean (Average) Speed	24.7	mph
85th Percentile	29.0	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	31.4	mph	Percent in Pace	79.4	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01

Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	5	1	1	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	3	8	8	1	0	0	0	0	0	0	0	0	0	0	20
6:00 AM	0	0	1	4	19	8	2	1	0	0	0	0	0	0	0	0	0	35
7:00 AM	0	1	2	5	40	30	15	1	0	0	0	0	0	0	0	0	0	94
8:00 AM	1	0	3	14	94	83	15	2	0	0	0	0	0	0	0	0	0	212
9:00 AM	0	3	3	16	81	64	6	1	0	0	0	0	0	0	0	0	0	174
10:00 AM	0	1	4	32	100	88	12	1	0	0	0	0	0	0	0	0	0	238
11:00 AM	0	2	2	44	155	100	9	1	0	0	0	0	0	0	0	0	0	313
12:00 PM	0	1	5	49	179	119	13	1	1	0	0	0	0	0	0	0	0	368
1:00 PM	1	3	16	41	124	79	9	1	0	0	0	0	0	0	0	0	0	274
2:00 PM	0	1	13	48	183	119	16	0	0	0	0	0	0	0	0	0	0	380
3:00 PM	0	0	8	40	227	122	16	0	0	0	0	0	0	0	0	0	0	413
4:00 PM	0	2	19	50	207	126	17	1	0	0	0	0	0	0	0	0	0	422
5:00 PM	0	1	18	46	221	117	18	2	0	0	0	0	0	0	0	0	0	423
6:00 PM	0	0	1	58	139	97	12	0	0	0	0	0	0	0	0	0	0	307
7:00 PM	0	0	7	54	92	50	12	0	0	0	0	0	0	0	0	0	0	215
8:00 PM	1	0	6	16	78	24	3	1	0	0	0	0	0	0	0	0	0	129
9:00 PM	0	1	2	13	35	21	6	1	0	0	0	0	0	0	0	0	0	79
10:00 PM	0	0	1	8	17	7	2	2	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0	12
Total	3	17	113	549	2,017	1,278	187	16	1	0	0	0	0	0	0	0	0	4,181
Percent	0.1%	0.4%	2.7%	13.1%	48.2%	30.6%	4.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.7	mph	Mean (Average) Speed	28.5	mph
85th Percentile	32.3	mph	10 mph Pace	23.4 - 33.4	mph
95th Percentile	35.0	mph	Percent in Pace	80.63	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01



Tuesday, September 20, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	11	10	0	0	0	0	0	0	0	0	0	0	0	0	21
5:00 AM	0	0	1	14	22	15	2	0	0	0	0	0	0	0	0	0	0	54
6:00 AM	0	0	2	38	75	31	2	0	0	0	0	0	0	0	0	0	0	148
7:00 AM	0	1	14	139	170	21	4	0	0	0	0	0	0	0	0	0	0	349
8:00 AM	0	6	69	232	162	26	3	0	0	0	0	0	0	0	0	0	0	498
9:00 AM	1	1	9	76	147	37	2	1	0	0	0	0	0	0	0	0	0	274
10:00 AM	0	2	6	82	140	31	0	0	0	0	0	0	0	0	0	0	0	261
11:00 AM	0	1	12	100	131	27	2	0	0	0	0	0	0	0	0	0	0	273
12:00 PM	0	3	11	146	157	24	3	0	0	0	0	0	0	0	0	0	0	344
1:00 PM	0	1	38	128	132	22	1	0	0	0	0	0	0	0	0	0	0	322
2:00 PM	0	1	12	90	144	31	1	0	0	0	0	0	0	0	0	0	0	279
3:00 PM	0	2	17	146	157	23	1	0	0	0	0	0	0	0	0	0	0	346
4:00 PM	6	5	23	87	145	37	1	0	0	0	0	0	0	0	0	0	0	304
5:00 PM	1	0	18	105	147	34	1	0	0	0	0	0	0	0	0	0	0	306
6:00 PM	0	0	9	79	112	38	0	1	0	0	0	0	0	0	0	0	0	239
7:00 PM	0	1	14	55	71	10	0	0	0	0	0	0	0	0	0	0	0	151
8:00 PM	0	0	6	47	34	11	1	0	0	0	0	0	0	0	0	0	0	99
9:00 PM	0	1	2	17	21	7	0	0	0	0	0	0	0	0	0	0	0	48
10:00 PM	0	0	2	11	14	4	3	0	0	0	0	0	0	0	0	0	0	34
11:00 PM	0	0	0	7	6	2	0	0	0	0	0	0	0	0	0	0	0	15
Total	8	27	265	1,615	2,007	434	27	2	0	0	0	0	0	0	0	0	0	4,385
Percent	0.2%	0.6%	6.0%	36.8%	45.8%	9.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.5	mph	Mean (Average) Speed	25.5	mph
85th Percentile	29.2	mph	10 mph Pace	20.7 - 30.7	mph
95th Percentile	31.5	mph	Percent in Pace	83.4	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01

Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	1	1	4	5	0	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	3	1	2	2	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	2	8	6	1	0	0	0	0	0	0	0	0	0	0	17
6:00 AM	0	0	0	6	20	18	3	0	0	0	0	0	0	0	0	0	0	47
7:00 AM	0	2	2	10	59	25	1	1	0	0	0	0	0	0	0	0	0	100
8:00 AM	0	0	5	21	88	53	12	0	0	0	0	0	0	0	0	0	0	179
9:00 AM	0	0	4	9	67	88	11	4	1	0	0	0	0	0	0	0	0	184
10:00 AM	2	1	1	21	104	74	16	0	1	0	0	0	0	0	0	0	0	220
11:00 AM	1	8	11	33	132	80	10	2	0	0	0	0	0	0	0	0	0	277
12:00 PM	0	2	16	33	141	104	11	0	0	0	0	0	0	0	0	0	0	307
1:00 PM	0	3	5	48	163	101	11	0	1	0	0	0	0	0	0	0	0	332
2:00 PM	0	0	3	38	152	101	15	0	1	0	0	0	0	0	0	0	0	310
3:00 PM	3	10	18	64	190	119	15	0	0	0	0	0	0	0	0	0	0	419
4:00 PM	0	2	11	48	209	120	13	1	0	0	0	0	0	0	0	0	0	404
5:00 PM	0	0	0	50	228	142	14	1	0	0	0	0	0	0	0	0	0	435
6:00 PM	0	0	3	28	134	108	15	2	0	0	0	0	0	0	0	0	0	290
7:00 PM	0	1	5	48	130	45	7	1	0	0	0	0	0	0	0	0	0	237
8:00 PM	0	0	2	34	59	25	4	0	0	0	0	0	0	0	0	0	0	124
9:00 PM	0	0	3	13	36	12	2	0	0	0	0	0	0	0	0	0	0	66
10:00 PM	0	0	3	8	16	6	0	0	0	0	0	0	0	0	0	0	0	33
11:00 PM	0	0	0	5	7	3	0	0	0	0	0	0	0	0	0	0	0	15
Total	6	31	94	527	1,960	1,239	164	12	4	0	0	0	0	0	0	0	0	4,037
Percent	0.1%	0.8%	2.3%	13.1%	48.6%	30.7%	4.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.7	mph	Mean (Average) Speed	28.5	mph
85th Percentile	32.3	mph	10 mph Pace	23.6 - 33.6	mph
95th Percentile	34.8	mph	Percent in Pace	81.5	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01



Wednesday, September 21, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0	0	0	12
5:00 AM	0	0	1	7	33	10	0	0	0	0	0	0	0	0	0	0	0	51
6:00 AM	0	0	2	48	84	28	2	1	0	0	0	0	0	0	0	0	0	165
7:00 AM	0	0	8	122	178	38	5	0	0	0	0	0	0	0	0	0	0	351
8:00 AM	1	1	14	175	239	42	3	0	0	0	0	0	0	0	0	0	0	475
9:00 AM	0	2	10	86	130	28	3	0	0	0	0	0	0	0	0	0	0	259
10:00 AM	0	0	11	137	125	23	0	0	0	0	0	0	0	0	0	0	0	296
11:00 AM	0	1	22	131	141	16	2	0	0	0	0	0	0	0	0	0	0	313
12:00 PM	0	1	30	114	140	17	1	0	0	0	0	0	0	0	0	0	0	303
1:00 PM	0	1	21	143	141	14	0	0	0	0	0	0	0	0	0	0	0	320
2:00 PM	0	2	35	155	124	18	0	0	0	0	0	0	0	0	0	0	0	334
3:00 PM	0	0	33	136	125	30	0	0	0	0	0	0	0	0	0	0	0	324
4:00 PM	0	0	12	95	151	27	3	0	0	0	0	0	0	0	0	0	0	288
5:00 PM	0	0	17	102	144	24	3	0	0	0	0	0	0	0	0	0	0	290
6:00 PM	0	0	5	78	112	31	2	0	0	0	0	0	0	0	0	0	0	228
7:00 PM	0	0	3	73	77	13	1	0	0	0	0	0	0	0	0	0	0	167
8:00 PM	0	1	9	33	49	1	0	0	0	0	0	0	0	0	0	0	0	93
9:00 PM	0	0	2	23	21	6	0	0	0	0	0	0	0	0	0	0	0	52
10:00 PM	0	0	3	13	10	2	1	0	0	0	0	0	0	0	0	0	0	29
11:00 PM	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0	0	12
Total	2	9	240	1,687	2,039	376	26	1	0	0	0	0	0	0	0	0	0	4,380
Percent	0.0%	0.2%	5.5%	38.5%	46.6%	8.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.4	mph	Mean (Average) Speed	25.4	mph
85th Percentile	28.7	mph	10 mph Pace	20.7 - 30.7	mph
95th Percentile	31.2	mph	Percent in Pace	85.7	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01



Wednesday, September 21, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	6	5	3	1	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	1	1	3	2	2	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	1	10	9	0	1	0	0	0	0	0	0	0	0	0	21
6:00 AM	0	0	1	2	21	19	3	0	0	0	0	0	0	0	0	0	0	46
7:00 AM	0	0	1	10	44	39	9	1	0	0	0	0	0	0	0	0	0	104
8:00 AM	0	0	3	14	95	81	10	1	0	0	0	0	0	0	0	0	0	204
9:00 AM	0	0	3	21	77	51	7	1	1	0	0	0	0	0	0	0	0	161
10:00 AM	0	0	2	30	125	75	6	2	0	0	0	0	0	0	0	0	0	240
11:00 AM	0	3	4	37	145	70	15	1	0	0	0	0	0	0	0	0	0	275
12:00 PM	0	0	12	52	152	84	6	0	0	0	0	0	0	0	0	0	0	306
1:00 PM	0	1	5	49	152	81	8	1	1	0	0	0	0	0	0	0	0	298
2:00 PM	0	2	19	70	205	111	12	0	0	0	1	0	0	0	0	0	0	420
3:00 PM	0	1	6	48	151	83	2	1	0	0	0	0	0	0	0	0	0	292
4:00 PM	1	0	10	43	208	106	12	2	0	0	0	0	0	0	0	0	0	382
5:00 PM	0	0	6	41	243	110	16	0	0	0	0	0	0	0	0	0	0	416
6:00 PM	0	0	6	40	132	87	14	1	0	0	0	0	0	0	0	0	0	280
7:00 PM	0	0	8	60	127	50	4	1	0	0	0	0	0	0	0	0	0	250
8:00 PM	0	0	2	34	70	14	0	0	0	0	0	0	0	0	0	0	0	120
9:00 PM	0	0	1	25	32	10	0	0	0	0	0	0	0	0	0	0	0	68
10:00 PM	0	0	1	8	19	16	2	1	0	0	0	0	0	0	0	0	0	47
11:00 PM	0	0	2	1	11	6	1	0	0	0	0	0	0	0	0	0	0	21
Total	1	7	93	597	2,036	1,110	131	15	2	0	1	0	0	0	0	0	0	3,993
Percent	0.0%	0.2%	2.3%	15.0%	51.0%	27.8%	3.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.3	mph	Mean (Average) Speed	28.2	mph
85th Percentile	31.9	mph	10 mph Pace	23.6 - 33.6	mph
95th Percentile	34.4	mph	Percent in Pace	82.42	%

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01



Thursday, September 22, 2022
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	3	7	10	0	0	0	0	0	0	0	0	0	0	0	0	20
5:00 AM	0	0	1	9	33	8	2	0	0	0	0	0	0	0	0	0	0	53
6:00 AM	0	0	1	44	70	26	0	0	0	0	0	0	0	0	0	0	0	141
7:00 AM	0	1	7	150	151	25	2	0	0	0	0	0	0	0	0	0	0	336
8:00 AM	0	5	60	183	157	21	1	0	0	0	0	0	0	0	0	0	0	427
9:00 AM	0	1	18	114	126	14	1	0	0	0	0	0	0	0	0	0	0	274
10:00 AM	0	1	10	109	131	17	3	0	0	0	0	0	0	0	0	0	0	271
11:00 AM	0	2	16	137	140	25	1	0	0	0	0	0	0	0	0	0	0	321
12:00 PM	0	0	31	119	136	17	1	0	0	0	0	0	0	0	0	0	0	304
1:00 PM	0	1	22	134	139	17	2	0	0	0	0	0	0	0	0	0	0	315
2:00 PM	0	0	9	117	139	36	2	0	0	0	0	0	0	0	0	0	0	303
3:00 PM	0	3	35	177	177	21	3	0	0	0	0	0	0	0	0	0	0	416
4:00 PM	1	1	14	79	143	38	3	0	0	0	0	0	0	0	0	0	0	279
5:00 PM	0	3	5	103	148	43	5	0	0	0	0	0	0	0	0	0	0	307
6:00 PM	1	0	12	63	125	22	1	0	0	0	0	0	0	0	0	0	0	224
7:00 PM	0	0	9	76	102	17	0	0	0	0	0	0	0	0	0	0	0	204
8:00 PM	0	1	4	43	58	6	2	0	0	0	0	0	0	0	0	0	0	114
9:00 PM	0	0	3	37	29	6	1	0	0	0	0	0	0	0	0	0	0	76
10:00 PM	0	0	1	13	18	1	1	0	0	0	0	0	0	0	0	0	0	34
11:00 PM	0	0	0	5	3	2	1	0	0	0	0	0	0	0	0	0	0	11
Total	2	19	263	1,725	2,041	369	32	0	0	0	0	0	0	0	0	0	0	4,451
Percent	0.0%	0.4%	5.9%	38.8%	45.9%	8.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.4	mph	Mean (Average) Speed	25.4	mph
85th Percentile	29.0	mph	10 mph Pace	20.5 - 30.5	mph
95th Percentile	31.2	mph	Percent in Pace	84.5	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01



Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	8	2	0	1	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	1	11	4	4	0	0	0	0	0	0	0	0	0	0	20
6:00 AM	0	0	1	9	21	8	4	0	0	0	0	0	0	0	0	0	0	43
7:00 AM	0	0	1	8	43	31	4	0	0	0	0	0	0	0	0	0	0	87
8:00 AM	0	1	15	43	74	46	3	0	0	0	0	0	0	0	0	0	0	182
9:00 AM	1	6	22	44	77	24	1	0	0	0	0	0	0	0	0	0	0	175
10:00 AM	0	0	11	57	115	41	6	1	0	0	0	0	0	0	0	0	0	231
11:00 AM	1	3	4	48	135	77	8	2	0	0	0	0	0	0	0	0	0	278
12:00 PM	0	0	15	68	172	83	11	1	0	0	0	0	0	0	0	0	0	350
1:00 PM	0	0	11	48	147	77	9	2	1	0	0	0	0	0	0	0	0	295
2:00 PM	0	2	9	36	158	111	14	2	1	0	0	0	0	0	0	0	0	333
3:00 PM	3	4	15	50	228	122	21	1	0	1	0	0	0	0	0	0	0	445
4:00 PM	0	1	3	51	154	134	21	3	0	1	0	0	0	0	0	0	0	368
5:00 PM	0	6	9	48	183	147	14	2	0	0	0	0	0	0	0	0	0	409
6:00 PM	0	1	7	23	113	112	17	1	0	0	0	0	0	0	0	0	0	274
7:00 PM	0	0	4	28	104	41	7	1	0	0	0	0	0	0	0	0	0	185
8:00 PM	0	0	2	19	69	36	4	0	1	0	0	0	0	0	0	0	0	131
9:00 PM	0	0	0	19	51	28	3	2	0	0	0	0	0	0	0	0	0	103
10:00 PM	0	0	0	5	21	17	4	0	0	0	0	0	0	0	0	0	0	47
11:00 PM	0	0	1	5	8	8	3	0	0	0	0	0	0	0	0	0	0	25
Total	5	24	130	618	1,904	1,153	160	19	3	2	0	0	0	0	0	0	0	4,018
Percent	0.1%	0.6%	3.2%	15.4%	47.4%	28.7%	4.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.4	mph	Mean (Average) Speed	28.2	mph
85th Percentile	32.3	mph	10 mph Pace	23.5 - 33.5	mph
95th Percentile	34.8	mph	Percent in Pace	79.32	%

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01



Friday, September 23, 2022
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	4	5	0	0	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	12
5:00 AM	0	0	3	16	13	8	3	0	0	0	0	0	0	0	0	0	0	43
6:00 AM	0	0	2	28	60	30	3	0	0	0	0	0	0	0	0	0	0	123
7:00 AM	0	0	8	98	142	42	2	0	0	0	0	0	0	0	0	0	0	292
8:00 AM	0	0	12	114	186	53	2	2	0	0	0	0	0	0	0	0	0	369
9:00 AM	0	2	8	65	158	44	8	0	0	0	0	0	0	0	0	0	0	285
10:00 AM	0	0	13	113	170	44	2	0	0	0	0	0	0	0	0	0	0	342
11:00 AM	0	0	6	83	153	35	3	0	0	0	0	0	0	0	0	0	0	280
12:00 PM	0	0	19	128	148	24	1	0	0	0	0	0	0	0	0	0	0	320
1:00 PM	0	2	10	91	159	29	0	0	0	0	0	0	0	0	0	0	0	291
2:00 PM	1	0	18	94	153	39	1	0	0	0	0	0	0	0	0	0	0	306
3:00 PM	0	2	33	161	132	30	3	0	0	0	0	0	0	0	0	0	0	361
4:00 PM	0	0	11	68	152	40	4	0	0	0	0	0	0	0	0	0	0	275
5:00 PM	0	2	12	103	131	30	5	0	0	0	0	0	0	0	0	0	0	283
6:00 PM	0	0	21	122	148	17	0	0	0	0	0	0	0	0	0	0	0	308
7:00 PM	0	1	13	81	91	15	0	0	0	0	0	0	0	0	0	0	0	201
8:00 PM	0	0	5	41	85	10	3	0	0	0	0	0	0	0	0	0	0	144
9:00 PM	0	0	5	33	46	5	1	0	0	0	0	0	0	0	0	0	0	90
10:00 PM	0	0	2	32	28	5	0	1	0	0	0	0	0	0	0	0	0	68
11:00 PM	0	0	1	9	7	0	0	1	0	0	0	0	0	0	0	0	0	18
Total	1	9	203	1,497	2,176	501	41	4	1	0	0	0	0	0	0	0	0	4,433
Percent	0.0%	0.2%	4.6%	33.8%	49.1%	11.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.9	mph	Mean (Average) Speed	26.0	mph
85th Percentile	29.5	mph	10 mph Pace	21.0 - 31.0	mph
95th Percentile	31.8	mph	Percent in Pace	84.6	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01

Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	10	3	0	0	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	6	4	7	1	0	0	0	0	0	0	0	0	0	0	18
6:00 AM	0	0	2	8	24	19	1	0	0	0	0	0	0	0	0	0	0	54
7:00 AM	0	0	3	2	37	33	4	1	0	0	0	0	0	0	0	0	0	80
8:00 AM	0	0	0	23	82	88	9	1	1	0	0	0	0	0	0	0	0	204
9:00 AM	1	1	5	17	76	49	7	2	1	0	0	0	0	0	0	0	0	159
10:00 AM	2	2	3	27	102	86	12	1	0	0	0	0	0	0	0	0	0	235
11:00 AM	1	1	8	22	122	135	21	2	0	0	0	0	0	0	0	0	0	312
12:00 PM	0	0	5	29	147	131	23	5	0	0	0	0	0	0	0	0	0	340
1:00 PM	0	1	6	22	143	107	24	3	0	0	0	0	0	0	0	0	0	306
2:00 PM	0	1	7	27	135	108	16	3	0	0	0	0	0	0	0	0	0	297
3:00 PM	0	3	14	91	203	118	20	6	0	0	0	0	0	0	0	0	0	455
4:00 PM	1	2	5	33	157	158	20	5	1	0	0	0	0	0	0	0	0	382
5:00 PM	0	2	5	41	159	128	19	0	1	0	0	0	0	0	0	0	0	355
6:00 PM	1	1	7	44	135	80	11	1	0	0	0	0	0	0	0	0	0	280
7:00 PM	0	0	5	57	126	45	7	1	0	0	0	0	0	0	0	0	0	241
8:00 PM	0	0	4	36	86	19	5	0	0	0	0	0	0	0	0	0	0	150
9:00 PM	0	0	2	29	86	41	3	2	0	0	0	0	0	0	0	0	0	163
10:00 PM	0	0	2	28	45	30	3	0	0	0	0	0	0	0	0	0	0	108
11:00 PM	0	1	0	7	18	8	1	0	0	0	0	0	0	0	0	0	0	35
Total	6	15	85	556	1,908	1,394	208	33	4	0	0	0	0	0	0	0	0	4,209
Percent	0.1%	0.4%	2.0%	13.2%	45.3%	33.1%	4.9%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.9	mph	Mean (Average) Speed	28.8	mph
85th Percentile	32.8	mph	10 mph Pace	24.0 - 34.0	mph
95th Percentile	35.3	mph	Percent in Pace	80.19	%

Location: 8th St W/O School St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 01

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	15
5:00 AM	0	0	1	11	21	8	2	0	0	0	0	0	0	0	0	0	0	43
6:00 AM	0	0	2	31	59	22	2	0	0	0	0	0	0	0	0	0	0	116
7:00 AM	0	1	7	98	130	28	4	0	0	0	0	0	0	0	0	0	0	268
8:00 AM	7	5	32	126	153	33	3	0	0	0	0	0	0	0	0	0	0	359
9:00 AM	1	1	9	76	128	31	4	0	0	0	0	0	0	0	0	0	0	250
10:00 AM	0	1	9	89	136	30	2	0	0	0	0	0	0	0	0	0	0	267
11:00 AM	0	1	15	107	148	32	2	0	0	0	0	0	0	0	0	0	0	305
12:00 PM	0	1	25	126	146	26	2	0	0	0	0	0	0	0	0	0	0	326
1:00 PM	6	7	30	125	141	28	1	0	0	0	0	0	0	0	0	0	0	338
2:00 PM	0	0	18	113	145	36	2	0	0	0	0	0	0	0	0	0	0	314
3:00 PM	0	1	26	143	153	31	2	0	0	0	0	0	0	0	0	0	0	356
4:00 PM	1	1	14	89	150	32	3	0	0	0	0	0	0	0	0	0	0	290
5:00 PM	0	1	14	98	133	30	4	0	0	0	0	0	0	0	0	0	0	280
6:00 PM	0	0	15	83	118	26	1	0	0	0	0	0	0	0	0	0	0	243
7:00 PM	0	0	10	72	80	16	1	0	0	0	0	0	0	0	0	0	0	179
8:00 PM	0	0	6	41	54	8	1	0	0	0	0	0	0	0	0	0	0	110
9:00 PM	0	0	3	29	31	8	0	0	0	0	0	0	0	0	0	0	0	71
10:00 PM	0	0	2	15	16	4	1	0	0	0	0	0	0	0	0	0	0	38
11:00 PM	0	0	1	7	5	2	0	0	0	0	0	0	0	0	0	0	0	15
Total	15	20	242	1,496	1,962	437	38	0	0	0	0	0	0	0	0	0	0	4,210
Percent	0.4%	0.5%	5.7%	35.5%	46.6%	10.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	25.7 mph	Mean (Average) Speed	25.6 mph
85th Percentile	29.3 mph	10 mph Pace	20.7 - 30.7 mph
95th Percentile	31.7 mph	Percent in Pace	82.7 %

Location: 8th St W/O School St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 01

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	7	4	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	1	2	5	3	1	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	2	7	5	1	0	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	0	1	5	19	12	3	0	0	0	0	0	0	0	0	0	0	40
7:00 AM	0	0	1	6	38	27	6	1	0	0	0	0	0	0	0	0	0	79
8:00 AM	0	0	4	17	74	60	9	1	0	0	0	0	0	0	0	0	0	165
9:00 AM	0	2	7	21	77	54	7	1	0	0	0	0	0	0	0	0	0	169
10:00 AM	1	1	4	28	111	75	12	1	0	0	0	0	0	0	0	0	0	233
11:00 AM	0	3	6	32	132	101	13	1	0	0	0	0	0	0	0	0	0	288
12:00 PM	0	1	9	40	150	108	14	2	0	0	0	0	0	0	0	0	0	324
1:00 PM	0	2	7	38	140	97	14	1	0	0	0	0	0	0	0	0	0	299
2:00 PM	0	1	8	40	154	108	16	1	0	0	0	0	0	0	0	0	0	328
3:00 PM	1	3	10	47	169	113	16	1	0	0	0	0	0	0	0	0	0	360
4:00 PM	0	1	7	38	168	121	17	3	0	0	0	0	0	0	0	0	0	355
5:00 PM	0	2	7	38	177	115	17	2	0	0	0	0	0	0	0	0	0	358
6:00 PM	0	0	5	35	122	88	12	1	0	0	0	0	0	0	0	0	0	263
7:00 PM	0	0	6	44	108	49	8	1	0	0	0	0	0	0	0	0	0	216
8:00 PM	0	0	4	30	73	27	3	0	0	0	0	0	0	0	0	0	0	137
9:00 PM	0	0	1	20	49	21	2	1	0	0	0	0	0	0	0	0	0	94
10:00 PM	0	0	1	11	25	13	2	1	0	0	0	0	0	0	0	0	0	53
11:00 PM	0	0	1	4	12	7	2	0	0	0	0	0	0	0	0	0	0	26
Total	2	16	90	507	1,828	1,213	176	19	0	0	0	0	0	0	0	0	0	3,851
Percent	0.1%	0.4%	2.3%	13.2%	47.5%	31.5%	4.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	28.7	mph	Mean (Average) Speed	28.6	mph
85th Percentile	32.5	mph	10 mph Pace	23.7 - 33.7	mph
95th Percentile	35.1	mph	Percent in Pace	80.6	%

Location: 8th St W/O School St
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 01

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	13	22	35	19	18	37	9	11	20	8	13	21	9	15	24	6	14	20	8	17	25	8	14	22
1:00 AM	11	23	34	13	17	30	11	8	19	4	6	10	4	8	12	5	5	10	10	6	16	4	6	11
2:00 AM	1	15	16	9	21	30	5	5	10	3	4	7	1	3	4	5	4	9	2	7	9	3	4	7
3:00 AM	6	13	19	10	14	24	4	6	10	5	10	15	4	7	11	5	4	9	2	5	7	5	7	12
4:00 AM	15	7	22	12	6	18	11	6	17	21	8	29	12	9	21	20	10	30	12	0	12	18	9	27
5:00 AM	30	9	39	23	4	27	51	20	71	54	17	71	51	21	72	53	20	73	43	18	61	53	19	72
6:00 AM	65	35	100	42	19	61	130	35	165	148	47	195	165	46	211	141	43	184	123	54	177	151	45	197
7:00 AM	123	56	179	64	40	104	370	94	464	349	100	449	351	104	455	336	87	423	292	80	372	345	97	442
8:00 AM	146	114	260	115	67	182	486	212	698	498	179	677	475	204	679	427	182	609	369	204	573	467	188	655
9:00 AM	223	172	395	176	165	341	260	174	434	274	184	458	259	161	420	274	175	449	285	159	444	269	173	442
10:00 AM	237	277	514	205	183	388	262	238	500	261	220	481	296	240	536	271	231	502	342	235	577	276	230	506
11:00 AM	283	309	592	260	262	522	402	313	715	273	277	550	313	275	588	321	278	599	280	312	592	302	277	579
12:00 PM	311	342	653	245	249	494	451	368	819	344	307	651	303	306	609	304	350	654	320	340	660	317	321	638
1:00 PM	291	310	601	267	281	548	554	274	828	322	332	654	320	298	618	315	295	610	291	306	597	319	308	627
2:00 PM	302	290	592	239	279	518	439	380	819	279	310	589	334	420	754	303	333	636	306	297	603	305	354	660
3:00 PM	269	249	518	303	251	554	473	413	886	346	419	765	324	292	616	416	445	861	361	455	816	362	385	747
4:00 PM	292	305	597	259	230	489	332	422	754	304	404	708	288	382	670	279	368	647	275	382	657	290	385	675
5:00 PM	246	261	507	217	209	426	315	423	738	306	435	741	290	416	706	307	409	716	283	355	638	301	420	721
6:00 PM	243	234	477	221	180	401	244	307	551	239	290	529	228	280	508	224	274	498	308	280	588	230	281	512
7:00 PM	191	212	403	168	176	344	173	215	388	151	237	388	167	250	417	204	185	389	201	241	442	174	224	398
8:00 PM	106	163	269	106	141	247	110	129	239	99	124	223	93	120	213	114	131	245	144	150	294	102	125	227
9:00 PM	105	105	210	60	77	137	65	79	144	48	66	114	52	68	120	76	103	179	90	163	253	59	79	138
10:00 PM	40	52	92	28	44	72	37	37	74	34	33	67	29	47	76	34	47	81	68	108	176	32	42	75
11:00 PM	32	50	82	12	17	29	12	12	24	15	15	30	12	21	33	11	25	36	18	35	53	13	20	33
Total	3,581	3,625	7,206	3,073	2,950	6,023	5,206	4,181	9,387	4,385	4,037	8,422	4,380	3,993	8,373	4,451	4,018	8,469	4,433	4,209	8,642	4,405	4,016	8,421
Percent	50%	50%	-	51%	49%	-	55%	45%	-	52%	48%	-	52%	48%	-	53%	47%	-	51%	49%	-	52%	48%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: 9th St BTWN Colorado Ave & Grand Ave

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 02

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	98	5,730	971	220	841	48	0	3	1	0	0	0	0	7,912
Percent	1.2%	72.4%	12.3%	2.8%	10.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	135	6,961	1,491	134	888	190	0	1	3	1	0	0	0	9,804
Percent	1.4%	71.0%	15.2%	1.4%	9.1%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	233	12,691	2,462	354	1,729	238	0	4	4	1	0	0	0	17,716
Percent	1.3%	71.6%	13.9%	2.0%	9.8%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	2	2	0	0	0	0	0	0	0	0	6
5:00 AM	0	4	1	4	5	0	0	0	0	0	0	0	0	14
6:00 AM	0	6	0	4	7	0	0	0	0	0	0	0	0	17
7:00 AM	0	12	3	3	5	0	0	0	0	0	0	0	0	23
8:00 AM	0	14	7	2	9	0	0	0	0	0	0	0	0	32
9:00 AM	2	37	8	0	8	0	0	0	0	0	0	0	0	55
10:00 AM	1	39	17	2	12	0	0	0	0	0	0	0	0	71
11:00 AM	0	48	15	1	13	0	0	0	0	0	0	0	0	77
12:00 PM	5	55	12	1	5	0	0	0	0	0	0	0	0	78
1:00 PM	2	55	11	3	8	1	0	1	0	0	0	0	0	81
2:00 PM	1	48	16	1	11	0	0	0	0	0	0	0	0	77
3:00 PM	3	47	9	1	14	0	0	0	0	0	0	0	0	74
4:00 PM	0	47	9	2	18	0	0	0	0	0	0	0	0	76
5:00 PM	3	42	9	4	8	2	0	1	0	0	0	0	0	69
6:00 PM	1	41	14	3	3	1	0	0	0	0	0	0	0	63
7:00 PM	2	29	6	2	5	0	0	0	0	0	0	0	0	44
8:00 PM	0	32	8	3	1	1	0	0	0	0	0	0	0	45
9:00 PM	0	26	7	2	5	1	0	0	0	0	0	0	0	41
10:00 PM	0	11	2	1	4	0	0	0	0	0	0	0	0	18
11:00 PM	0	3	1	2	1	0	0	0	0	0	0	0	0	7
Total	20	611	157	43	145	6	0	2	0	0	0	0	0	984
Percent	2.0%	62.1%	16.0%	4.4%	14.7%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	2	1	0	0	0	0	0	0	0	0	10
1:00 AM	2	4	2	0	2	1	0	0	0	0	0	0	0	11
2:00 AM	0	3	4	1	2	0	0	0	0	0	0	0	0	10
3:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	4	1	0	2	1	0	0	0	0	0	0	0	8
6:00 AM	0	4	3	1	4	0	0	0	0	0	0	0	0	12
7:00 AM	0	11	2	0	4	0	0	0	0	0	0	0	0	17
8:00 AM	1	22	6	1	4	1	0	0	0	0	0	0	0	35
9:00 AM	1	53	13	1	9	1	0	0	0	0	0	0	0	78
10:00 AM	0	54	16	1	16	1	0	0	0	0	0	0	0	88
11:00 AM	0	78	26	3	11	0	0	0	0	0	0	0	0	118
12:00 PM	2	86	31	0	14	0	0	0	0	0	0	0	0	133
1:00 PM	1	77	17	0	13	0	0	0	0	0	0	0	0	108
2:00 PM	2	70	11	1	12	0	0	0	0	0	0	0	0	96
3:00 PM	8	67	24	0	10	0	0	0	0	0	0	0	0	109
4:00 PM	0	88	14	1	8	1	0	0	0	0	0	0	0	112
5:00 PM	1	70	19	1	12	0	0	0	0	0	0	0	0	103
6:00 PM	2	54	11	2	9	0	0	0	0	0	0	0	0	78
7:00 PM	0	54	8	2	5	0	0	0	0	0	0	0	0	69
8:00 PM	1	34	4	1	4	0	0	0	0	0	0	0	0	44
9:00 PM	0	24	2	1	1	0	0	0	0	0	0	0	0	28
10:00 PM	0	9	6	1	2	1	0	0	0	0	0	0	0	19
11:00 PM	0	9	4	1	4	0	0	0	0	0	0	0	0	18
Total	22	881	225	22	152	7	0	0	0	0	0	0	0	1,309
Percent	1.7%	67.3%	17.2%	1.7%	11.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	4
5:00 AM	1	1	0	2	5	0	0	0	0	0	0	0	0	9
6:00 AM	0	4	2	2	6	0	0	0	0	0	0	0	0	14
7:00 AM	0	10	1	2	6	0	0	0	0	0	0	0	0	19
8:00 AM	0	13	3	1	5	0	0	0	0	0	0	0	0	22
9:00 AM	1	20	8	0	6	0	0	0	0	0	0	0	0	35
10:00 AM	1	27	5	1	8	0	0	0	0	0	0	0	0	42
11:00 AM	0	30	7	1	3	0	0	0	0	0	0	0	0	41
12:00 PM	1	46	9	0	7	0	0	0	0	0	0	0	0	63
1:00 PM	1	43	11	4	8	0	0	0	0	0	0	0	0	67
2:00 PM	2	38	8	2	15	0	0	0	0	0	0	0	0	65
3:00 PM	1	40	13	1	9	0	0	0	0	0	0	0	0	64
4:00 PM	0	36	5	2	9	0	0	0	0	0	0	0	0	52
5:00 PM	0	43	4	2	10	0	0	0	0	0	0	0	0	59
6:00 PM	1	39	9	1	8	0	0	0	0	0	0	0	0	58
7:00 PM	0	21	8	1	8	0	0	0	0	0	0	0	0	38
8:00 PM	0	23	3	2	1	0	0	0	0	0	0	0	0	29
9:00 PM	0	13	2	1	6	0	0	0	0	0	0	0	0	22
10:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Total	9	465	101	30	124	0	0	0	0	0	0	0	0	729
Percent	1.2%	63.8%	13.9%	4.1%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	0	0	2	2	1	0	0	0	0	0	0	0	6
1:00 AM	0	7	3	0	3	0	0	0	0	0	0	0	0	13
2:00 AM	1	5	1	0	2	1	0	0	0	0	0	0	0	10
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
7:00 AM	0	6	1	0	3	0	0	0	0	0	0	0	0	10
8:00 AM	0	19	3	2	3	0	0	0	0	0	0	0	0	27
9:00 AM	0	33	11	1	7	0	0	0	0	0	0	0	0	52
10:00 AM	0	35	10	0	4	0	0	0	0	0	0	0	0	49
11:00 AM	0	63	16	3	10	0	0	0	0	0	0	0	0	92
12:00 PM	1	41	22	1	13	0	0	0	0	0	0	0	0	78
1:00 PM	2	60	12	0	9	1	0	0	0	0	0	0	0	84
2:00 PM	2	51	11	0	5	0	0	0	0	0	0	0	0	69
3:00 PM	0	46	12	1	6	0	0	0	0	0	0	0	0	65
4:00 PM	1	44	12	1	10	0	0	0	0	0	0	0	0	68
5:00 PM	0	50	11	2	1	0	0	0	0	0	0	0	0	64
6:00 PM	0	38	6	0	5	0	0	0	0	0	0	0	0	49
7:00 PM	0	43	10	2	7	0	0	0	0	0	0	0	0	62
8:00 PM	0	32	4	1	3	0	0	0	0	0	0	0	0	40
9:00 PM	0	17	1	1	3	0	0	0	0	0	0	0	0	22
10:00 PM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
11:00 PM	1	3	2	0	2	0	0	0	0	0	0	0	0	8
Total	9	614	151	17	102	3	0	0	0	0	0	0	0	896
Percent	1.0%	68.5%	16.9%	1.9%	11.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	3	2	0	0	0	0	0	0	0	0	5
5:00 AM	2	9	0	3	6	0	0	0	0	0	0	0	0	20
6:00 AM	0	11	1	4	10	1	0	0	0	0	0	0	0	27
7:00 AM	0	39	13	0	16	0	0	0	0	0	0	0	0	68
8:00 AM	0	44	11	2	16	0	0	0	0	0	0	0	0	73
9:00 AM	1	43	20	0	8	2	0	0	0	0	0	0	0	74
10:00 AM	3	41	10	2	19	0	0	0	0	0	0	0	0	75
11:00 AM	1	82	20	0	8	0	0	0	0	0	0	0	0	111
12:00 PM	4	92	17	0	20	1	0	0	0	0	0	0	0	134
1:00 PM	3	102	22	2	18	2	0	0	0	0	0	0	0	149
2:00 PM	3	89	19	1	6	0	0	0	0	0	0	0	0	118
3:00 PM	5	69	21	1	13	1	0	0	0	0	0	0	0	110
4:00 PM	1	85	10	2	11	0	0	0	0	0	0	0	0	109
5:00 PM	3	87	12	1	13	0	0	0	0	0	0	0	0	116
6:00 PM	0	49	16	1	10	0	0	0	0	0	0	0	0	76
7:00 PM	0	32	9	0	4	0	0	0	0	0	0	0	0	45
8:00 PM	0	9	4	3	5	0	0	0	0	0	0	0	0	21
9:00 PM	0	8	3	1	1	0	0	0	0	0	0	0	0	13
10:00 PM	1	7	1	1	2	1	0	0	0	0	0	0	0	13
11:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
Total	27	901	209	27	190	9	0	0	0	0	0	0	0	1,363
Percent	2.0%	66.1%	15.3%	2.0%	13.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	4	0	0	0	0	0	0	0	0	7
1:00 AM	0	2	0	1	0	0	0	0	1	0	0	0	0	4
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	1	0	0	1	0	2	0	0	0	0	0	0	0	4
4:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	6
5:00 AM	0	3	0	1	2	1	0	0	0	0	0	0	0	7
6:00 AM	0	13	1	0	3	0	0	0	0	0	0	0	0	17
7:00 AM	1	28	8	1	6	1	0	0	0	0	0	0	0	45
8:00 AM	0	55	16	0	11	1	0	0	0	0	0	0	0	83
9:00 AM	0	61	19	2	9	1	0	0	0	0	0	0	0	92
10:00 AM	0	68	20	1	19	0	0	0	0	0	0	0	0	108
11:00 AM	2	89	25	3	21	1	0	0	0	0	0	0	0	141
12:00 PM	2	135	24	1	13	0	0	0	0	0	0	0	0	175
1:00 PM	4	93	23	0	10	0	0	0	0	0	0	0	0	130
2:00 PM	2	112	34	1	14	2	0	0	0	0	0	0	0	165
3:00 PM	0	89	29	0	16	1	0	0	0	0	0	0	0	135
4:00 PM	1	68	25	1	20	2	0	0	0	0	0	0	0	117
5:00 PM	1	70	20	1	7	0	0	0	0	0	0	0	0	99
6:00 PM	2	65	11	0	15	0	0	0	0	0	0	0	0	93
7:00 PM	0	36	13	1	8	0	0	0	0	0	0	0	0	58
8:00 PM	0	20	5	1	6	0	0	0	0	0	0	0	0	32
9:00 PM	1	16	5	1	2	0	0	0	0	0	0	0	0	25
10:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
11:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
Total	17	1,035	282	17	192	12	0	0	1	0	0	0	0	1,556
Percent	1.1%	66.5%	18.1%	1.1%	12.3%	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	4	0	2	2	1	0	0	0	0	0	0	0	9
5:00 AM	2	4	2	4	6	0	0	0	0	0	0	0	0	18
6:00 AM	1	16	4	2	12	1	0	0	0	0	0	0	0	36
7:00 AM	0	31	12	2	10	2	0	0	0	0	0	0	0	57
8:00 AM	0	50	16	2	13	0	0	0	0	0	0	0	0	81
9:00 AM	1	45	7	0	16	0	0	0	0	0	0	0	0	69
10:00 AM	2	69	9	2	12	0	0	0	0	0	0	0	0	94
11:00 AM	0	61	10	1	9	0	0	0	0	0	0	0	0	81
12:00 PM	2	74	15	0	13	0	0	0	0	0	0	0	0	104
1:00 PM	1	73	19	5	11	0	0	0	0	0	0	0	0	109
2:00 PM	0	61	16	1	19	0	0	0	0	0	0	0	0	97
3:00 PM	1	88	9	2	10	1	0	0	0	0	0	0	0	111
4:00 PM	1	67	15	2	12	1	0	0	0	0	0	0	0	98
5:00 PM	0	87	14	0	12	0	0	0	0	0	0	0	0	113
6:00 PM	1	48	9	1	11	0	0	0	0	0	0	0	0	70
7:00 PM	0	35	6	2	8	0	0	0	0	0	0	0	0	51
8:00 PM	0	19	4	3	4	0	0	0	0	0	0	0	0	30
9:00 PM	0	11	1	1	3	0	0	0	0	0	0	0	0	16
10:00 PM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
11:00 PM	0	2	1	2	0	0	0	0	0	0	0	0	0	5
Total	12	853	171	35	185	6	0	0	0	0	0	0	0	1,262
Percent	1.0%	67.6%	13.5%	2.8%	14.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	4	0	0	1	1	0	0	0	0	0	0	0	7
1:00 AM	1	4	0	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
3:00 AM	1	4	0	0	2	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	7	0	0	4	0	0	0	0	0	0	0	0	11
6:00 AM	1	11	3	0	7	0	0	0	0	0	0	0	0	22
7:00 AM	0	29	3	0	4	0	0	0	0	0	0	0	0	36
8:00 AM	1	60	11	0	13	0	0	0	0	0	0	0	0	85
9:00 AM	0	58	14	2	19	0	0	0	0	0	0	0	0	93
10:00 AM	1	69	21	2	13	1	0	0	0	0	0	0	0	107
11:00 AM	1	108	13	1	14	0	0	0	0	0	0	0	0	137
12:00 PM	0	80	28	0	15	2	0	0	0	0	0	0	0	125
1:00 PM	1	98	26	1	17	0	0	0	0	0	0	0	0	143
2:00 PM	1	94	20	0	17	1	0	0	0	0	0	0	0	133
3:00 PM	0	99	26	0	10	0	0	0	0	0	0	0	0	135
4:00 PM	0	93	19	1	10	1	0	0	0	0	0	0	0	124
5:00 PM	0	77	20	1	13	0	0	0	0	0	0	0	0	111
6:00 PM	0	51	11	1	10	1	0	0	0	0	0	0	0	74
7:00 PM	1	34	16	0	9	0	0	1	0	0	0	0	0	61
8:00 PM	0	29	5	1	7	0	0	0	0	0	0	0	0	42
9:00 PM	1	17	4	0	4	2	0	0	0	0	0	0	0	28
10:00 PM	0	9	2	1	3	0	0	0	0	0	0	0	0	15
11:00 PM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
Total	11	1,041	245	12	195	9	0	1	0	0	0	0	0	1,514
Percent	0.7%	68.8%	16.2%	0.8%	12.9%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	0	3	3	0	0	0	0	0	0	0	0	7
5:00 AM	0	8	1	2	2	0	0	0	0	0	0	0	0	13
6:00 AM	0	22	8	3	10	0	0	0	0	0	0	0	0	43
7:00 AM	0	44	11	0	11	2	0	0	0	0	0	0	0	68
8:00 AM	0	42	11	1	9	2	0	0	0	0	0	0	0	65
9:00 AM	1	56	8	0	4	0	0	0	0	0	0	0	0	69
10:00 AM	1	63	9	2	1	0	0	0	0	0	0	0	0	76
11:00 AM	0	77	10	1	3	0	0	0	0	0	0	0	0	91
12:00 PM	0	75	12	0	2	0	0	0	0	0	0	0	0	89
1:00 PM	1	82	9	4	6	1	0	0	0	0	0	0	0	103
2:00 PM	1	81	8	2	5	0	0	0	0	0	0	0	0	97
3:00 PM	2	82	11	0	3	0	0	0	0	0	0	0	0	98
4:00 PM	0	72	13	0	4	0	0	0	0	0	0	0	0	89
5:00 PM	1	93	6	1	4	2	0	0	0	0	0	0	0	107
6:00 PM	1	42	5	0	3	0	0	0	0	0	0	0	0	51
7:00 PM	0	26	4	1	1	0	0	0	0	0	0	0	0	32
8:00 PM	0	21	0	0	3	0	0	0	0	0	0	0	0	24
9:00 PM	0	19	1	0	3	0	0	0	0	0	0	0	0	23
10:00 PM	0	5	1	1	2	0	0	0	0	0	0	0	0	9
11:00 PM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
Total	8	921	128	23	81	7	0	0	0	0	0	0	0	1,168
Percent	0.7%	78.9%	11.0%	2.0%	6.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	0	0	1	1	0	0	0	0	0	0	0	12
1:00 AM	1	0	0	0	3	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	4	0	0	3	1	0	0	1	0	0	0	0	9
6:00 AM	0	10	3	0	5	0	0	0	0	0	0	0	0	18
7:00 AM	0	25	5	0	6	0	0	0	0	0	0	0	0	36
8:00 AM	2	47	20	0	13	0	0	0	0	0	0	0	0	82
9:00 AM	0	35	13	0	7	1	0	0	0	0	0	0	0	56
10:00 AM	2	80	24	1	11	1	0	0	0	0	0	0	0	119
11:00 AM	2	113	17	1	13	3	0	0	0	0	0	0	0	149
12:00 PM	4	104	18	1	10	2	0	0	0	0	0	0	0	139
1:00 PM	3	87	20	0	3	2	0	0	0	0	0	0	0	115
2:00 PM	2	104	18	0	4	1	0	0	0	0	0	0	0	129
3:00 PM	0	99	19	0	5	4	0	0	0	0	0	0	0	127
4:00 PM	4	102	13	1	6	9	0	0	0	1	0	0	0	136
5:00 PM	2	81	11	2	4	4	0	0	0	0	0	0	0	104
6:00 PM	1	50	6	2	4	3	0	0	0	0	0	0	0	66
7:00 PM	0	43	7	2	1	1	0	0	0	0	0	0	0	54
8:00 PM	1	21	5	2	2	0	0	0	0	0	0	0	0	31
9:00 PM	0	21	2	1	1	0	0	0	0	0	0	0	0	25
10:00 PM	0	5	0	1	1	1	0	0	0	0	0	0	0	8
11:00 PM	0	4	1	1	1	0	0	0	0	0	0	0	0	7
Total	24	1,054	202	16	106	34	0	0	1	1	0	0	0	1,438
Percent	1.7%	73.3%	14.0%	1.1%	7.4%	2.4%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	6	0	2	3	0	0	0	0	0	0	0	0	11
5:00 AM	0	11	1	3	5	0	0	0	0	0	0	0	0	20
6:00 AM	0	17	7	4	4	1	0	0	0	0	0	0	0	33
7:00 AM	0	37	3	2	5	2	0	0	0	0	0	0	0	49
8:00 AM	2	52	10	1	1	1	0	0	0	0	0	0	0	67
9:00 AM	0	62	9	1	4	1	0	0	0	0	0	0	0	77
10:00 AM	0	52	4	2	1	0	0	0	0	0	0	0	0	59
11:00 AM	0	79	5	1	1	0	0	0	0	0	0	0	0	86
12:00 PM	0	73	9	0	1	1	0	1	0	0	0	0	0	85
1:00 PM	0	67	9	3	5	1	0	0	1	0	0	0	0	86
2:00 PM	1	74	1	2	6	0	0	0	0	0	0	0	0	84
3:00 PM	0	105	11	1	2	2	0	0	0	0	0	0	0	121
4:00 PM	4	92	6	0	1	3	0	0	0	0	0	0	0	106
5:00 PM	0	102	9	2	3	0	0	0	0	0	0	0	0	116
6:00 PM	0	54	2	1	3	0	0	0	0	0	0	0	0	60
7:00 PM	0	43	2	1	0	0	0	0	0	0	0	0	0	46
8:00 PM	0	30	3	1	1	0	0	0	0	0	0	0	0	35
9:00 PM	2	11	1	1	2	0	0	0	0	0	0	0	0	17
10:00 PM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	3	1	2	0	0	0	0	0	0	0	0	0	6
Total	9	978	93	31	50	12	0	1	1	0	0	0	0	1,175
Percent	0.8%	83.2%	7.9%	2.6%	4.3%	1.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	1	0	2	0	1	0	0	0	0	0	0	0	5
1:00 AM	1	1	0	1	2	0	0	0	0	0	0	0	0	5
2:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	2	4	2	0	3	1	0	0	0	0	0	0	0	12
6:00 AM	0	13	5	0	4	0	0	0	1	0	0	0	0	23
7:00 AM	0	26	3	2	4	2	0	0	0	0	0	0	0	37
8:00 AM	1	52	15	0	4	1	0	0	0	0	0	0	0	73
9:00 AM	2	61	20	0	2	1	0	0	0	0	0	0	0	86
10:00 AM	2	80	19	5	5	5	0	0	0	0	0	0	0	116
11:00 AM	2	95	23	2	8	7	0	0	0	0	0	0	0	137
12:00 PM	2	108	15	1	9	8	0	0	0	0	0	0	0	143
1:00 PM	2	103	19	0	4	5	0	0	0	0	0	0	0	133
2:00 PM	2	104	12	1	5	2	0	0	0	0	0	0	0	126
3:00 PM	2	87	24	1	3	2	0	0	0	0	0	0	0	119
4:00 PM	0	108	9	0	2	5	0	0	0	0	0	0	0	124
5:00 PM	2	79	11	0	4	2	0	0	0	0	0	0	0	98
6:00 PM	1	71	6	2	1	4	0	0	0	0	0	0	0	85
7:00 PM	2	49	9	0	1	5	0	0	0	0	0	0	0	66
8:00 PM	1	23	4	1	2	0	0	0	0	0	0	0	0	31
9:00 PM	1	22	4	1	2	2	0	0	0	0	0	0	0	32
10:00 PM	0	10	2	0	2	0	0	0	0	0	0	0	0	14
11:00 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	7
Total	27	1,105	204	22	68	53	0	0	1	0	0	0	0	1,480
Percent	1.8%	74.7%	13.8%	1.5%	4.6%	3.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	3	2	0	0	0	0	0	0	0	0	6
5:00 AM	0	6	1	3	5	0	0	0	0	0	0	0	0	15
6:00 AM	0	17	4	2	6	0	0	0	0	0	0	0	0	29
7:00 AM	0	36	14	0	4	2	0	0	0	0	0	0	0	56
8:00 AM	0	54	7	0	2	1	0	0	0	0	0	0	0	64
9:00 AM	0	45	8	2	4	2	0	0	0	0	0	0	0	61
10:00 AM	0	63	9	2	3	1	0	0	0	0	0	0	0	78
11:00 AM	2	78	6	1	1	0	0	0	0	0	0	0	0	88
12:00 PM	1	76	12	2	5	0	0	0	0	0	0	0	0	96
1:00 PM	4	79	11	2	6	0	0	0	0	0	0	0	0	102
2:00 PM	1	78	10	2	4	0	0	0	0	0	0	0	0	95
3:00 PM	1	69	6	2	6	1	0	0	0	0	0	0	0	85
4:00 PM	2	91	5	1	4	0	0	0	0	0	0	0	0	103
5:00 PM	1	80	5	2	4	0	0	0	0	0	0	0	0	92
6:00 PM	0	62	4	2	2	0	0	0	0	0	0	0	0	70
7:00 PM	1	63	5	0	2	0	0	0	0	0	0	0	0	71
8:00 PM	0	41	1	4	0	1	0	0	0	0	0	0	0	47
9:00 PM	0	42	2	1	1	0	0	0	0	0	0	0	0	46
10:00 PM	0	14	2	0	2	0	0	0	0	0	0	0	0	18
11:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
Total	13	1,001	112	31	66	8	0	0	0	0	0	0	0	1,231
Percent	1.1%	81.3%	9.1%	2.5%	5.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	4	1	0	2	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	0	2	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2
3:00 AM	0	2	1	1	0	1	0	0	0	0	0	0	0	5
4:00 AM	1	0	0	1	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
6:00 AM	1	9	5	3	1	1	0	0	0	0	0	0	0	20
7:00 AM	0	27	9	1	3	0	0	0	0	0	0	0	0	40
8:00 AM	2	64	8	3	4	1	0	0	0	0	0	0	0	82
9:00 AM	1	60	13	3	2	2	0	0	0	0	0	0	0	81
10:00 AM	3	73	12	2	5	5	0	0	0	0	0	0	0	100
11:00 AM	3	129	14	0	9	5	0	0	0	0	0	0	0	160
12:00 PM	0	95	20	0	11	4	0	0	0	0	0	0	0	130
1:00 PM	1	101	11	1	5	9	0	0	0	0	0	0	0	128
2:00 PM	1	114	16	0	5	7	0	0	0	0	0	0	0	143
3:00 PM	2	117	15	1	3	13	0	0	0	0	0	0	0	151
4:00 PM	0	117	14	1	3	9	0	0	0	0	0	0	0	144
5:00 PM	1	78	7	2	2	9	0	0	0	0	0	0	0	99
6:00 PM	1	80	14	1	5	1	0	0	0	0	0	0	0	102
7:00 PM	3	73	6	1	0	3	0	0	0	0	0	0	0	86
8:00 PM	0	33	6	4	2	1	0	0	0	0	0	0	0	46
9:00 PM	4	30	3	0	5	0	0	0	0	0	0	0	0	42
10:00 PM	0	14	4	1	1	0	0	0	0	0	0	0	0	20
11:00 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
Total	25	1,231	182	28	73	72	0	0	0	0	0	0	0	1,611
Percent	1.6%	76.4%	11.3%	1.7%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	3	2	0	0	0	0	0	0	0	0	7
5:00 AM	1	6	1	3	5	0	0	0	0	0	0	0	0	16
6:00 AM	0	13	4	3	8	0	0	0	0	0	0	0	0	28
7:00 AM	0	30	8	1	8	1	0	0	0	0	0	0	0	48
8:00 AM	0	38	9	1	8	1	0	0	0	0	0	0	0	57
9:00 AM	1	44	10	0	7	1	0	0	0	0	0	0	0	63
10:00 AM	1	51	9	2	8	0	0	0	0	0	0	0	0	71
11:00 AM	0	65	10	1	5	0	0	0	0	0	0	0	0	81
12:00 PM	2	70	12	0	8	0	0	0	0	0	0	0	0	92
1:00 PM	2	72	13	3	9	1	0	0	0	0	0	0	0	100
2:00 PM	1	67	11	2	9	0	0	0	0	0	0	0	0	90
3:00 PM	2	71	11	1	8	1	0	0	0	0	0	0	0	94
4:00 PM	1	70	9	1	8	1	0	0	0	0	0	0	0	90
5:00 PM	1	76	8	2	8	1	0	0	0	0	0	0	0	96
6:00 PM	1	48	8	1	6	0	0	0	0	0	0	0	0	64
7:00 PM	0	36	6	1	4	0	0	0	0	0	0	0	0	47
8:00 PM	0	25	3	2	2	0	0	0	0	0	0	0	0	32
9:00 PM	0	19	2	1	3	0	0	0	0	0	0	0	0	25
10:00 PM	0	7	1	1	2	0	0	0	0	0	0	0	0	11
11:00 PM	0	3	1	1	1	0	0	0	0	0	0	0	0	6
Total	13	820	136	30	120	7	0	0	0	0	0	0	0	1,126
Percent	1.2%	72.8%	12.1%	2.7%	10.7%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	4	0	1	2	1	0	0	0	0	0	0	0	9
1:00 AM	1	3	1	1	2	0	0	0	0	0	0	0	0	8
2:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	1	0	2	1	0	0	0	0	0	0	0	8
6:00 AM	0	9	3	1	4	0	0	0	0	0	0	0	0	17
7:00 AM	0	22	4	1	4	0	0	0	0	0	0	0	0	31
8:00 AM	1	46	11	1	7	1	0	0	0	0	0	0	0	67
9:00 AM	1	52	15	1	8	1	0	0	0	0	0	0	0	78
10:00 AM	1	66	17	2	10	2	0	0	0	0	0	0	0	98
11:00 AM	1	96	19	2	12	2	0	0	0	0	0	0	0	132
12:00 PM	2	93	23	1	12	2	0	0	0	0	0	0	0	133
1:00 PM	2	88	18	0	9	2	0	0	0	0	0	0	0	119
2:00 PM	2	93	17	0	9	2	0	0	0	0	0	0	0	123
3:00 PM	2	86	21	0	8	3	0	0	0	0	0	0	0	120
4:00 PM	1	89	15	1	8	4	0	0	0	0	0	0	0	118
5:00 PM	1	72	14	1	6	2	0	0	0	0	0	0	0	96
6:00 PM	1	58	9	1	7	1	0	0	0	0	0	0	0	77
7:00 PM	1	47	10	1	4	1	0	0	0	0	0	0	0	64
8:00 PM	0	27	5	2	4	0	0	0	0	0	0	0	0	38
9:00 PM	1	21	3	1	3	1	0	0	0	0	0	0	0	30
10:00 PM	0	8	3	1	2	0	0	0	0	0	0	0	0	14
11:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Total	19	994	211	20	127	26	0	0	0	0	0	0	0	1,397
Percent	1.4%	71.2%	15.1%	1.4%	9.1%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	4	0	2	3	0	0	0	0	0	0	0	0	9
5:00 AM	1	8	1	3	4	0	0	0	0	0	0	0	0	17
6:00 AM	0	18	6	3	9	1	0	0	0	0	0	0	0	37
7:00 AM	0	37	9	1	9	2	0	0	0	0	0	0	0	58
8:00 AM	1	48	12	1	8	1	0	0	0	0	0	0	0	71
9:00 AM	1	54	8	0	8	0	0	0	0	0	0	0	0	72
10:00 AM	1	61	7	2	5	0	0	0	0	0	0	0	0	76
11:00 AM	0	72	8	1	4	0	0	0	0	0	0	0	0	86
12:00 PM	1	74	12	0	5	0	0	0	0	0	0	0	0	93
1:00 PM	1	74	12	4	7	1	0	0	0	0	0	0	0	99
2:00 PM	1	72	8	2	10	0	0	0	0	0	0	0	0	93
3:00 PM	1	92	10	1	5	1	0	0	0	0	0	0	0	110
4:00 PM	2	77	11	1	6	1	0	0	0	0	0	0	0	98
5:00 PM	0	94	10	1	6	1	0	0	0	0	0	0	0	112
6:00 PM	1	48	5	1	6	0	0	0	0	0	0	0	0	60
7:00 PM	0	35	4	1	3	0	0	0	0	0	0	0	0	43
8:00 PM	0	23	2	1	3	0	0	0	0	0	0	0	0	30
9:00 PM	1	14	1	1	3	0	0	0	0	0	0	0	0	19
10:00 PM	0	5	1	1	2	0	0	0	0	0	0	0	0	9
11:00 PM	0	3	1	2	0	0	0	0	0	0	0	0	0	6
Total	10	917	131	30	105	8	0	0	0	0	0	0	0	1,202
Percent	0.8%	76.3%	10.9%	2.5%	8.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	5	0	1	1	1	0	0	0	0	0	0	0	8
1:00 AM	1	2	0	0	2	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	0	1	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	1	5	1	0	3	1	0	0	0	0	0	0	0	11
6:00 AM	0	11	4	0	5	0	0	0	0	0	0	0	0	21
7:00 AM	0	27	4	1	5	1	0	0	0	0	0	0	0	36
8:00 AM	1	53	15	0	10	0	0	0	0	0	0	0	0	80
9:00 AM	1	51	16	1	9	1	0	0	0	0	0	0	0	78
10:00 AM	2	76	21	3	10	2	0	0	0	0	0	0	0	114
11:00 AM	2	105	18	1	12	3	0	0	0	0	0	0	0	141
12:00 PM	2	97	20	1	11	4	0	0	0	0	0	0	0	136
1:00 PM	2	96	22	0	8	2	0	0	0	0	0	0	0	130
2:00 PM	2	101	17	0	9	1	0	0	0	0	0	0	0	129
3:00 PM	1	95	23	0	6	2	0	0	0	0	0	0	0	127
4:00 PM	1	101	14	1	6	5	0	0	0	0	0	0	0	128
5:00 PM	1	79	14	1	7	2	0	0	0	0	0	0	0	104
6:00 PM	1	57	8	2	5	3	0	0	0	0	0	0	0	75
7:00 PM	1	42	11	1	4	2	0	0	0	0	0	0	0	60
8:00 PM	1	24	5	1	4	0	0	0	0	0	0	0	0	35
9:00 PM	1	20	3	1	2	1	0	0	0	0	0	0	0	28
10:00 PM	0	8	1	1	2	0	0	0	0	0	0	0	0	12
11:00 PM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
Total	21	1,067	217	17	123	32	0	0	1	0	0	0	0	1,477
Percent	1.4%	72.2%	14.7%	1.1%	8.3%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: 9th St BTWN Colorado Ave & Grand Ave

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 02

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	858	3,797	2,755	472	30	0	0	0	0	0	0	0	0	0	0	0	0	7,912
Percent	10.8%	48.0%	34.8%	6.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	719	3,229	5,103	730	23	0	0	0	0	0	0	0	0	0	0	0	0	9,804
Percent	7.3%	32.9%	52.1%	7.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	1,577	7,026	7,858	1,202	53	0	0	0	0	0	0	0	0	0	0	0	0	17,716
Percent	8.9%	39.7%	44.4%	6.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			Eastbound		
50th Percentile (Median)	14.2	mph	Mean (Average) Speed	14.3	mph
85th Percentile	18.0	mph	10 mph Pace	8.9 - 18.9	mph
95th Percentile	20.6	mph	Percent in Pace	83.4	%
Westbound			Westbound		
50th Percentile (Median)	15.8	mph	Mean (Average) Speed	15.4	mph
85th Percentile	18.8	mph	10 mph Pace	10.6 - 20.6	mph
95th Percentile	20.7	mph	Percent in Pace	85.5	%

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02



Saturday, September 17, 2022
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
6:00 AM	0	8	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	0	5	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
8:00 AM	2	11	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 AM	1	16	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	55
10:00 AM	1	18	42	10	0	0	0	0	0	0	0	0	0	0	0	0	0	71
11:00 AM	9	25	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	77
12:00 PM	7	22	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	78
1:00 PM	10	31	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	81
2:00 PM	2	24	40	10	1	0	0	0	0	0	0	0	0	0	0	0	0	77
3:00 PM	4	30	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	74
4:00 PM	4	31	34	7	0	0	0	0	0	0	0	0	0	0	0	0	0	76
5:00 PM	6	29	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	69
6:00 PM	9	31	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	63
7:00 PM	3	20	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44
8:00 PM	2	20	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	45
9:00 PM	1	16	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41
10:00 PM	0	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	61	361	477	80	5	0	0	0	0	0	0	0	0	0	0	0	0	984
Percent	6.2%	36.7%	48.5%	8.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.5	mph	Mean (Average) Speed	15.5	mph
85th Percentile	18.9	mph	10 mph Pace	10.6 - 20.6	mph
95th Percentile	21.2	mph	Percent in Pace	86.1	%

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02



Saturday, September 17, 2022
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	1	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	0	0	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	17
8:00 AM	2	5	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 AM	4	16	43	14	1	0	0	0	0	0	0	0	0	0	0	0	0	78
10:00 AM	1	15	53	18	1	0	0	0	0	0	0	0	0	0	0	0	0	88
11:00 AM	4	27	77	10	0	0	0	0	0	0	0	0	0	0	0	0	0	118
12:00 PM	4	43	80	6	0	0	0	0	0	0	0	0	0	0	0	0	0	133
1:00 PM	3	31	61	13	0	0	0	0	0	0	0	0	0	0	0	0	0	108
2:00 PM	3	22	58	12	1	0	0	0	0	0	0	0	0	0	0	0	0	96
3:00 PM	10	17	62	19	1	0	0	0	0	0	0	0	0	0	0	0	0	109
4:00 PM	3	25	67	17	0	0	0	0	0	0	0	0	0	0	0	0	0	112
5:00 PM	13	36	47	7	0	0	0	0	0	0	0	0	0	0	0	0	0	103
6:00 PM	3	26	42	7	0	0	0	0	0	0	0	0	0	0	0	0	0	78
7:00 PM	3	19	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	69
8:00 PM	2	9	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	44
9:00 PM	2	10	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
11:00 PM	3	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	63	326	761	153	6	0	0	0	0	0	0	0	0	0	0	0	0	1,309
Percent	4.8%	24.9%	58.1%	11.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	16.7	mph	Mean (Average) Speed	16.4	mph
85th Percentile	19.7	mph	10 mph Pace	11.5 - 21.5	mph
95th Percentile	21.6	mph	Percent in Pace	86.63	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02



Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	3	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	0	4	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:00 AM	0	4	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
9:00 AM	0	6	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	35
10:00 AM	3	7	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42
11:00 AM	2	12	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41
12:00 PM	3	16	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	63
1:00 PM	3	13	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0	67
2:00 PM	1	19	32	13	0	0	0	0	0	0	0	0	0	0	0	0	0	65
3:00 PM	0	15	40	9	0	0	0	0	0	0	0	0	0	0	0	0	0	64
4:00 PM	0	12	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	52
5:00 PM	1	16	32	10	0	0	0	0	0	0	0	0	0	0	0	0	0	59
6:00 PM	6	17	27	8	0	0	0	0	0	0	0	0	0	0	0	0	0	58
7:00 PM	1	14	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
8:00 PM	0	8	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29
9:00 PM	0	10	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	22	195	415	96	1	0	0	0	0	0	0	0	0	0	0	0	0	729
Percent	3.0%	26.7%	56.9%	13.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	16.4	mph	Mean (Average) Speed	16.5	mph
85th Percentile	19.7	mph	10 mph Pace	11.9 - 21.9	mph
95th Percentile	21.9	mph	Percent in Pace	88.2	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02

Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	4	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:00 AM	2	8	34	7	1	0	0	0	0	0	0	0	0	0	0	0	0	52
10:00 AM	1	7	32	9	0	0	0	0	0	0	0	0	0	0	0	0	0	49
11:00 AM	3	18	60	10	1	0	0	0	0	0	0	0	0	0	0	0	0	92
12:00 PM	4	20	46	8	0	0	0	0	0	0	0	0	0	0	0	0	0	78
1:00 PM	4	28	42	10	0	0	0	0	0	0	0	0	0	0	0	0	0	84
2:00 PM	4	10	40	15	0	0	0	0	0	0	0	0	0	0	0	0	0	69
3:00 PM	2	10	42	10	1	0	0	0	0	0	0	0	0	0	0	0	0	65
4:00 PM	1	13	42	11	1	0	0	0	0	0	0	0	0	0	0	0	0	68
5:00 PM	1	13	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	64
6:00 PM	2	11	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49
7:00 PM	3	19	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	62
8:00 PM	1	10	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	40
9:00 PM	0	4	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	32	198	530	132	4	0	0	0	0	0	0	0	0	0	0	0	0	896
Percent	3.6%	22.1%	59.2%	14.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	17.1	mph	Mean (Average) Speed	16.8	mph
85th Percentile	20.0	mph	10 mph Pace	12.2 - 22.2	mph
95th Percentile	21.7	mph	Percent in Pace	88.28	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02

Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	3	4	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
6:00 AM	0	11	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27
7:00 AM	0	28	29	9	2	0	0	0	0	0	0	0	0	0	0	0	0	68
8:00 AM	5	29	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	73
9:00 AM	6	25	35	7	1	0	0	0	0	0	0	0	0	0	0	0	0	74
10:00 AM	2	32	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	75
11:00 AM	8	45	45	11	2	0	0	0	0	0	0	0	0	0	0	0	0	111
12:00 PM	5	46	71	12	0	0	0	0	0	0	0	0	0	0	0	0	0	134
1:00 PM	7	50	63	26	3	0	0	0	0	0	0	0	0	0	0	0	0	149
2:00 PM	11	35	62	9	1	0	0	0	0	0	0	0	0	0	0	0	0	118
3:00 PM	12	50	38	9	1	0	0	0	0	0	0	0	0	0	0	0	0	110
4:00 PM	11	33	55	10	0	0	0	0	0	0	0	0	0	0	0	0	0	109
5:00 PM	13	53	43	7	0	0	0	0	0	0	0	0	0	0	0	0	0	116
6:00 PM	1	38	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	76
7:00 PM	1	18	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 PM	0	8	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
9:00 PM	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	1	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	86	520	608	137	12	0	0	0	0	0	0	0	0	0	0	0	0	1,363
Percent	6.3%	38.2%	44.6%	10.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	15.5	mph
85th Percentile	19.2	mph	10 mph Pace	10.8 - 20.8	mph
95th Percentile	21.6	mph	Percent in Pace	82.8	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02



Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	1	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	2	9	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 AM	6	19	41	17	0	0	0	0	0	0	0	0	0	0	0	0	0	83
9:00 AM	4	21	57	10	0	0	0	0	0	0	0	0	0	0	0	0	0	92
10:00 AM	10	25	60	12	1	0	0	0	0	0	0	0	0	0	0	0	0	108
11:00 AM	6	42	78	15	0	0	0	0	0	0	0	0	0	0	0	0	0	141
12:00 PM	9	67	89	10	0	0	0	0	0	0	0	0	0	0	0	0	0	175
1:00 PM	18	29	72	11	0	0	0	0	0	0	0	0	0	0	0	0	0	130
2:00 PM	14	55	83	12	1	0	0	0	0	0	0	0	0	0	0	0	0	165
3:00 PM	7	34	79	15	0	0	0	0	0	0	0	0	0	0	0	0	0	135
4:00 PM	11	28	69	9	0	0	0	0	0	0	0	0	0	0	0	0	0	117
5:00 PM	4	21	61	11	2	0	0	0	0	0	0	0	0	0	0	0	0	99
6:00 PM	3	27	58	5	0	0	0	0	0	0	0	0	0	0	0	0	0	93
7:00 PM	3	14	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	58
8:00 PM	0	3	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	1	6	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25
10:00 PM	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	102	409	879	161	5	0	0	0	0	0	0	0	0	0	0	0	0	1,556
Percent	6.6%	26.3%	56.5%	10.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	16.3	mph	Mean (Average) Speed	16	mph
85th Percentile	19.3	mph	10 mph Pace	11.0 - 21.0	mph
95th Percentile	21.4	mph	Percent in Pace	84.51	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02



Tuesday, September 20, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	2	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
6:00 AM	1	17	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36
7:00 AM	2	14	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	57
8:00 AM	3	21	42	13	2	0	0	0	0	0	0	0	0	0	0	0	0	81
9:00 AM	3	21	34	11	0	0	0	0	0	0	0	0	0	0	0	0	0	69
10:00 AM	4	42	37	10	1	0	0	0	0	0	0	0	0	0	0	0	0	94
11:00 AM	6	27	41	7	0	0	0	0	0	0	0	0	0	0	0	0	0	81
12:00 PM	13	34	47	8	2	0	0	0	0	0	0	0	0	0	0	0	0	104
1:00 PM	11	44	49	5	0	0	0	0	0	0	0	0	0	0	0	0	0	109
2:00 PM	10	37	48	1	1	0	0	0	0	0	0	0	0	0	0	0	0	97
3:00 PM	6	51	43	11	0	0	0	0	0	0	0	0	0	0	0	0	0	111
4:00 PM	7	44	41	6	0	0	0	0	0	0	0	0	0	0	0	0	0	98
5:00 PM	6	46	48	13	0	0	0	0	0	0	0	0	0	0	0	0	0	113
6:00 PM	9	25	31	3	2	0	0	0	0	0	0	0	0	0	0	0	0	70
7:00 PM	1	20	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	51
8:00 PM	3	13	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00 PM	0	3	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	87	475	581	109	10	0	0	0	0	0	0	0	0	0	0	0	0	1,262
Percent	6.9%	37.6%	46.0%	8.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	15.4	mph
85th Percentile	18.9	mph	10 mph Pace	10.4 - 20.4	mph
95th Percentile	21.6	mph	Percent in Pace	83.8	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02



Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	2	3	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	1	7	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36
8:00 AM	5	13	61	6	0	0	0	0	0	0	0	0	0	0	0	0	0	85
9:00 AM	5	25	52	11	0	0	0	0	0	0	0	0	0	0	0	0	0	93
10:00 AM	6	35	59	6	1	0	0	0	0	0	0	0	0	0	0	0	0	107
11:00 AM	6	47	74	10	0	0	0	0	0	0	0	0	0	0	0	0	0	137
12:00 PM	15	36	68	6	0	0	0	0	0	0	0	0	0	0	0	0	0	125
1:00 PM	15	52	66	10	0	0	0	0	0	0	0	0	0	0	0	0	0	143
2:00 PM	5	36	81	11	0	0	0	0	0	0	0	0	0	0	0	0	0	133
3:00 PM	8	42	70	13	2	0	0	0	0	0	0	0	0	0	0	0	0	135
4:00 PM	5	35	78	6	0	0	0	0	0	0	0	0	0	0	0	0	0	124
5:00 PM	11	43	49	7	1	0	0	0	0	0	0	0	0	0	0	0	0	111
6:00 PM	8	24	35	7	0	0	0	0	0	0	0	0	0	0	0	0	0	74
7:00 PM	3	17	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	61
8:00 PM	1	18	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42
9:00 PM	1	9	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	1	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	102	457	835	116	4	0	0	0	0	0	0	0	0	0	0	0	0	1,514
Percent	6.7%	30.2%	55.2%	7.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	16.1	mph	Mean (Average) Speed	15.7	mph
85th Percentile	18.9	mph	10 mph Pace	11.2 - 21.2	mph
95th Percentile	20.6	mph	Percent in Pace	86.46	%

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02



Wednesday, September 21, 2022
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	1	11	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43
7:00 AM	0	12	38	17	1	0	0	0	0	0	0	0	0	0	0	0	0	68
8:00 AM	1	19	33	12	0	0	0	0	0	0	0	0	0	0	0	0	0	65
9:00 AM	1	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
10:00 AM	10	44	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
11:00 AM	11	54	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	91
12:00 PM	20	51	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	89
1:00 PM	23	68	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
2:00 PM	14	60	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
3:00 PM	14	63	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	98
4:00 PM	14	64	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	89
5:00 PM	26	60	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107
6:00 PM	13	27	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
7:00 PM	9	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
8:00 PM	1	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
9:00 PM	4	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	164	640	326	37	1	0	0	0	0	0	0	0	0	0	0	0	0	1,168
Percent	14.0%	54.8%	27.9%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	13.4	mph	Mean (Average) Speed	13.4	mph
85th Percentile	17.0	mph	10 mph Pace	8.3 - 18.3	mph
95th Percentile	19.0	mph	Percent in Pace	86.5	%

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Wednesday, September 21, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	2	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18
7:00 AM	1	2	23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	36
8:00 AM	3	21	45	13	0	0	0	0	0	0	0	0	0	0	0	0	0	82
9:00 AM	4	12	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	56
10:00 AM	9	37	65	7	1	0	0	0	0	0	0	0	0	0	0	0	0	119
11:00 AM	6	80	59	4	0	0	0	0	0	0	0	0	0	0	0	0	0	149
12:00 PM	15	65	53	6	0	0	0	0	0	0	0	0	0	0	0	0	0	139
1:00 PM	5	50	57	3	0	0	0	0	0	0	0	0	0	0	0	0	0	115
2:00 PM	5	60	56	7	1	0	0	0	0	0	0	0	0	0	0	0	0	129
3:00 PM	12	40	69	6	0	0	0	0	0	0	0	0	0	0	0	0	0	127
4:00 PM	20	62	53	1	0	0	0	0	0	0	0	0	0	0	0	0	0	136
5:00 PM	10	37	56	1	0	0	0	0	0	0	0	0	0	0	0	0	0	104
6:00 PM	4	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
7:00 PM	4	26	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
8:00 PM	2	10	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 PM	1	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
10:00 PM	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	104	552	707	73	2	0	0	0	0	0	0	0	0	0	0	0	0	1,438
Percent	7.2%	38.4%	49.2%	5.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.3	mph	Mean (Average) Speed	15	mph
85th Percentile	18.2	mph	10 mph Pace	10.4 - 20.4	mph
95th Percentile	20.1	mph	Percent in Pace	88.11	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02



Thursday, September 22, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
6:00 AM	8	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
7:00 AM	5	35	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49
8:00 AM	1	51	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
9:00 AM	10	55	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
10:00 AM	7	40	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	59
11:00 AM	20	52	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
12:00 PM	11	64	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	85
1:00 PM	18	55	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
2:00 PM	18	53	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
3:00 PM	16	93	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121
4:00 PM	16	75	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	106
5:00 PM	40	63	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	116
6:00 PM	6	47	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
7:00 PM	7	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
8:00 PM	5	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 PM	3	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	197	807	166	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1,175
Percent	16.8%	68.7%	14.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	12.3	mph	Mean (Average) Speed	12.3	mph
85th Percentile	14.9	mph	10 mph Pace	7.6 - 17.6	mph
95th Percentile	16.7	mph	Percent in Pace	93.6	%

Location: 9th St BTWN Colorado Ave & Grand Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 02

Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	2	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	8	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
7:00 AM	4	9	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37
8:00 AM	5	23	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
9:00 AM	3	34	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
10:00 AM	12	43	60	1	0	0	0	0	0	0	0	0	0	0	0	0	0	116
11:00 AM	26	66	44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	137
12:00 PM	15	64	62	2	0	0	0	0	0	0	0	0	0	0	0	0	0	143
1:00 PM	10	57	62	4	0	0	0	0	0	0	0	0	0	0	0	0	0	133
2:00 PM	11	57	55	3	0	0	0	0	0	0	0	0	0	0	0	0	0	126
3:00 PM	12	48	56	3	0	0	0	0	0	0	0	0	0	0	0	0	0	119
4:00 PM	15	55	52	2	0	0	0	0	0	0	0	0	0	0	0	0	0	124
5:00 PM	16	36	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	98
6:00 PM	14	36	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	85
7:00 PM	4	40	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	66
8:00 PM	1	11	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 PM	4	12	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
10:00 PM	2	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	159	625	666	30	0	0	0	0	0	0	0	0	0	0	0	0	0	1,480
Percent	10.7%	42.2%	45.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.8	mph	Mean (Average) Speed	14.3	mph
85th Percentile	17.3	mph	10 mph Pace	9.1 - 19.1	mph
95th Percentile	18.9	mph	Percent in Pace	88.38	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02

Friday, September 23, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	1	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
6:00 AM	2	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
7:00 AM	8	33	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56
8:00 AM	3	45	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
9:00 AM	9	37	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	61
10:00 AM	8	55	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	78
11:00 AM	14	53	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	88
12:00 PM	20	59	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
1:00 PM	26	67	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102
2:00 PM	20	63	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	95
3:00 PM	22	49	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
4:00 PM	31	63	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
5:00 PM	17	61	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	92
6:00 PM	15	51	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
7:00 PM	19	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
8:00 PM	13	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
9:00 PM	11	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	241	799	182	8	1	0	0	0	0	0	0	0	0	0	0	0	0	1,231
Percent	19.6%	64.9%	14.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	12.3	mph	Mean (Average) Speed	12.3	mph
85th Percentile	15.0	mph	10 mph Pace	6.6 - 16.6	mph
95th Percentile	17.0	mph	Percent in Pace	91.1	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02

Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	3	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	0	4	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40
8:00 AM	2	20	49	11	0	0	0	0	0	0	0	0	0	0	0	0	0	82
9:00 AM	10	32	38	0	1	0	0	0	0	0	0	0	0	0	0	0	0	81
10:00 AM	9	29	59	3	0	0	0	0	0	0	0	0	0	0	0	0	0	100
11:00 AM	16	75	65	4	0	0	0	0	0	0	0	0	0	0	0	0	0	160
12:00 PM	21	63	43	3	0	0	0	0	0	0	0	0	0	0	0	0	0	130
1:00 PM	13	49	61	5	0	0	0	0	0	0	0	0	0	0	0	0	0	128
2:00 PM	19	71	49	4	0	0	0	0	0	0	0	0	0	0	0	0	0	143
3:00 PM	12	70	59	10	0	0	0	0	0	0	0	0	0	0	0	0	0	151
4:00 PM	15	48	72	9	0	0	0	0	0	0	0	0	0	0	0	0	0	144
5:00 PM	8	44	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	99
6:00 PM	11	46	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	102
7:00 PM	11	45	28	1	1	0	0	0	0	0	0	0	0	0	0	0	0	86
8:00 PM	3	20	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
9:00 PM	2	16	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	3	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
11:00 PM	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	157	662	725	65	2	0	0	0	0	0	0	0	0	0	0	0	0	1,611
Percent	9.7%	41.1%	45.0%	4.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.9	mph	Mean (Average) Speed	14.6	mph
85th Percentile	17.9	mph	10 mph Pace	10.1 - 20.1	mph
95th Percentile	19.7	mph	Percent in Pace	85.97	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	1	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
6:00 AM	2	12	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28
7:00 AM	2	19	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	49
8:00 AM	2	26	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	58
9:00 AM	4	28	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	63
10:00 AM	5	34	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	71
11:00 AM	10	38	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	81
12:00 PM	11	42	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	92
1:00 PM	14	47	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	99
2:00 PM	11	42	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	91
3:00 PM	11	50	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	95
4:00 PM	12	46	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	91
5:00 PM	16	47	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	96
6:00 PM	8	34	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	63
7:00 PM	6	25	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47
8:00 PM	3	18	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 PM	3	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26
10:00 PM	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	122	543	394	68	1	0	0	0	0	0	0	0	0	0	0	0	0	1,128
Percent	10.8%	48.1%	34.9%	6.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	14.2	mph	Mean (Average) Speed	14.3	mph
85th Percentile	18.0	mph	10 mph Pace	8.9 - 18.9	mph
95th Percentile	20.6	mph	Percent in Pace	83.4	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 02

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	1	4	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	1	4	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31
8:00 AM	3	15	40	8	0	0	0	0	0	0	0	0	0	0	0	0	0	66
9:00 AM	5	21	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0	77
10:00 AM	7	27	55	8	1	0	0	0	0	0	0	0	0	0	0	0	0	98
11:00 AM	10	51	65	8	0	0	0	0	0	0	0	0	0	0	0	0	0	134
12:00 PM	12	51	63	6	0	0	0	0	0	0	0	0	0	0	0	0	0	132
1:00 PM	10	42	60	8	0	0	0	0	0	0	0	0	0	0	0	0	0	120
2:00 PM	9	44	60	9	0	0	0	0	0	0	0	0	0	0	0	0	0	122
3:00 PM	9	37	62	11	1	0	0	0	0	0	0	0	0	0	0	0	0	120
4:00 PM	10	38	62	8	0	0	0	0	0	0	0	0	0	0	0	0	0	118
5:00 PM	9	33	49	5	0	0	0	0	0	0	0	0	0	0	0	0	0	96
6:00 PM	6	29	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	78
7:00 PM	4	26	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	65
8:00 PM	1	12	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:00 PM	2	9	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29
10:00 PM	1	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
11:00 PM	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	104	461	726	105	2	0	0	0	0	0	0	0	0	0	0	0	0	1,398
Percent	7.4%	33.0%	51.9%	7.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	15.8	mph	Mean (Average) Speed	15.4	mph
85th Percentile	18.8	mph	10 mph Pace	10.6 - 20.6	mph
95th Percentile	20.7	mph	Percent in Pace	85.5	%

Location: 9th St BTWN Colorado Ave & Grand Ave
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 02

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	7	10	17	4	6	10	0	7	7	2	7	9	3	12	15	3	5	8	2	8	10	3	8	11
1:00 AM	4	11	15	7	13	20	1	4	5	0	6	6	0	4	4	1	5	6	3	5	8	0	5	5
2:00 AM	3	10	13	6	10	16	1	1	2	1	2	3	1	3	4	0	4	4	0	2	2	1	3	4
3:00 AM	2	4	6	0	5	5	1	4	5	0	7	7	4	6	10	0	2	2	0	5	5	1	5	6
4:00 AM	6	1	7	4	1	5	5	6	11	9	2	11	7	3	10	11	2	13	6	3	9	9	2	11
5:00 AM	14	8	22	9	5	14	20	7	27	18	11	29	13	9	22	20	12	32	15	7	22	17	11	28
6:00 AM	17	12	29	14	7	21	27	17	44	36	22	58	43	18	61	33	23	56	29	20	49	37	21	58
7:00 AM	23	17	40	19	10	29	68	45	113	57	36	93	68	36	104	49	37	86	56	40	96	58	36	94
8:00 AM	32	35	67	22	27	49	73	83	156	81	85	166	65	82	147	67	73	140	64	82	146	71	80	151
9:00 AM	55	78	133	35	52	87	74	92	166	69	93	162	69	56	125	77	86	163	61	81	142	72	78	150
10:00 AM	71	88	159	42	49	91	75	108	183	94	107	201	76	119	195	59	116	175	78	100	178	76	114	190
11:00 AM	77	118	195	41	92	133	111	141	252	81	137	218	91	149	240	86	137	223	88	160	248	86	141	227
12:00 PM	78	133	211	63	78	141	134	175	309	104	125	229	89	139	228	85	143	228	96	130	226	93	136	228
1:00 PM	81	108	189	67	84	151	149	130	279	109	143	252	103	115	218	86	133	219	102	128	230	99	130	230
2:00 PM	77	96	173	65	69	134	118	165	283	97	133	230	97	129	226	84	126	210	95	143	238	93	129	222
3:00 PM	74	109	183	64	65	129	110	135	245	111	135	246	98	127	225	121	119	240	85	151	236	110	127	237
4:00 PM	76	112	188	52	68	120	109	117	226	98	124	222	89	136	225	106	124	230	103	144	247	98	128	226
5:00 PM	69	103	172	59	64	123	116	99	215	113	111	224	107	104	211	116	98	214	92	99	191	112	104	216
6:00 PM	63	78	141	58	49	107	76	93	169	70	74	144	51	66	117	60	85	145	70	102	172	60	75	135
7:00 PM	44	69	113	38	62	100	45	58	103	51	61	112	32	54	86	46	66	112	71	86	157	43	60	103
8:00 PM	45	44	89	29	40	69	21	32	53	30	42	72	24	31	55	35	31	66	47	46	93	30	35	64
9:00 PM	41	28	69	22	22	44	13	25	38	16	28	44	23	25	48	17	32	49	46	42	88	19	28	47
10:00 PM	18	19	37	4	10	14	13	7	20	10	15	25	9	8	17	7	14	21	18	20	38	9	12	21
11:00 PM	7	18	25	5	8	13	3	5	8	5	8	13	6	7	13	6	7	13	4	7	11	6	7	13
Total	984	1,309	2,293	729	896	1,625	1,363	1,556	2,919	1,262	1,514	2,776	1,168	1,438	2,606	1,175	1,480	2,655	1,231	1,611	2,842	1,202	1,477	2,679
Percent	43%	57%	-	45%	55%	-	47%	53%	-	45%	55%	-	45%	55%	-	44%	56%	-	43%	57%	-	45%	55%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Colorado Ave BTWN 7th St & 8th St

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 03

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	69	3,856	929	3	505	100	0	1	2	1	0	0	1	5,467
Percent	1.3%	70.5%	17.0%	0.1%	9.2%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	29	3,117	879	2	447	174	0	0	0	1	0	0	0	4,649
Percent	0.6%	67.0%	18.9%	0.0%	9.6%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	98	6,973	1,808	5	952	274	0	1	2	2	0	0	1	10,116
Percent	1.0%	68.9%	17.9%	0.0%	9.4%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Saturday, September 17, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
9:00 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
10:00 AM	0	16	4	0	1	0	0	0	0	0	0	0	0	21
11:00 AM	2	27	4	0	2	0	0	0	0	0	0	0	0	35
12:00 PM	0	39	6	0	8	1	0	0	0	0	0	0	0	54
1:00 PM	0	53	11	0	4	0	0	0	0	0	0	0	0	68
2:00 PM	0	50	11	0	4	2	0	0	0	0	0	0	0	67
3:00 PM	1	39	9	0	6	0	0	0	0	0	0	0	0	55
4:00 PM	1	47	10	0	10	0	0	0	0	0	0	0	0	68
5:00 PM	0	54	17	0	6	1	0	0	0	0	0	0	0	78
6:00 PM	2	53	16	0	8	1	0	0	0	0	0	0	0	80
7:00 PM	2	56	6	0	7	1	0	0	0	0	0	0	0	72
8:00 PM	0	32	2	0	5	1	0	0	0	0	0	0	0	40
9:00 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	9	0	0	3	0	0	0	0	0	0	0	0	12
11:00 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Total	8	537	112	0	69	8	0	0	0	0	0	0	0	734
Percent	1.1%	73.2%	15.3%	0.0%	9.4%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Saturday, September 17, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	4	0	0	1	0	0	0	0	0	0	0	6
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
9:00 AM	0	17	4	0	5	0	0	0	0	0	0	0	0	26
10:00 AM	0	21	7	0	1	0	0	0	0	0	0	0	0	29
11:00 AM	2	30	6	0	1	0	0	0	0	0	0	0	0	39
12:00 PM	0	27	4	0	4	2	0	0	0	0	0	0	0	37
1:00 PM	0	34	4	0	6	3	0	0	0	0	0	0	0	47
2:00 PM	1	43	7	0	2	1	0	0	0	0	0	0	0	54
3:00 PM	1	45	8	0	3	2	0	0	0	0	0	0	0	59
4:00 PM	0	23	10	0	12	2	0	0	0	0	0	0	0	47
5:00 PM	0	31	12	0	6	4	0	0	0	0	0	0	0	53
6:00 PM	0	39	17	0	4	2	0	0	0	0	0	0	0	62
7:00 PM	0	33	15	0	6	1	0	0	0	0	0	0	0	55
8:00 PM	0	37	10	0	4	0	0	0	0	0	0	0	0	51
9:00 PM	0	23	4	0	1	1	0	0	0	0	0	0	0	29
10:00 PM	0	13	1	0	0	1	0	0	0	0	0	0	0	15
11:00 PM	0	10	2	0	0	1	0	0	0	0	0	0	0	13
Total	4	460	118	0	56	21	0	0	0	0	0	0	0	659
Percent	0.6%	69.8%	17.9%	0.0%	8.5%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Sunday, September 18, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	9
1:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	5	2	0	0	1	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:00 AM	1	12	8	0	1	0	0	0	0	0	0	0	0	22
10:00 AM	1	26	1	1	6	1	0	0	0	0	0	0	0	36
11:00 AM	0	30	9	0	3	0	0	0	0	0	0	0	0	42
12:00 PM	4	48	11	0	6	1	0	0	0	0	0	0	0	70
1:00 PM	0	29	13	0	1	1	0	0	0	0	0	0	0	44
2:00 PM	0	41	5	0	3	2	0	0	0	0	0	0	0	51
3:00 PM	1	34	7	0	2	0	0	0	0	0	0	0	0	44
4:00 PM	2	23	5	0	4	1	0	0	0	0	0	0	0	35
5:00 PM	0	32	6	0	3	2	0	0	0	0	0	0	0	43
6:00 PM	1	20	10	0	6	1	0	0	0	0	0	0	0	38
7:00 PM	0	24	10	0	2	0	0	0	0	0	0	0	0	36
8:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
9:00 PM	1	1	3	0	1	0	0	0	0	0	0	0	0	6
10:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	11	353	101	1	43	10	0	0	0	0	0	0	0	519
Percent	2.1%	68.0%	19.5%	0.2%	8.3%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Sunday, September 18, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
9:00 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
10:00 AM	1	15	4	0	0	1	0	0	0	0	0	0	0	21
11:00 AM	0	27	8	0	2	1	0	0	0	0	0	0	0	38
12:00 PM	3	23	10	0	2	1	0	0	0	0	0	0	0	39
1:00 PM	0	36	13	0	8	1	0	0	0	0	0	0	0	58
2:00 PM	0	24	8	0	0	1	0	0	0	0	0	0	0	33
3:00 PM	0	28	8	0	3	0	0	0	0	0	0	0	0	39
4:00 PM	2	20	7	0	1	1	0	0	0	0	0	0	0	31
5:00 PM	0	26	7	0	4	2	0	0	0	0	0	0	0	39
6:00 PM	0	24	5	0	1	0	0	0	0	0	0	0	0	30
7:00 PM	0	17	7	0	2	0	0	0	0	0	0	0	0	26
8:00 PM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
9:00 PM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
10:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	6	307	101	0	29	8	0	0	0	0	0	0	0	451
Percent	1.3%	68.1%	22.4%	0.0%	6.4%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Monday, September 19, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
6:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	0	11	6	0	2	1	0	0	0	0	0	0	0	20
8:00 AM	0	27	6	0	4	1	0	0	0	0	0	0	0	38
9:00 AM	0	15	6	0	6	3	0	0	1	0	0	0	0	31
10:00 AM	0	29	7	0	5	0	0	0	0	0	0	0	0	41
11:00 AM	1	43	10	0	9	1	0	0	0	0	0	0	0	64
12:00 PM	2	81	14	0	3	2	0	0	0	0	0	0	0	102
1:00 PM	1	54	11	1	6	0	0	0	0	0	0	0	0	73
2:00 PM	0	48	11	0	8	2	0	0	0	1	0	0	0	70
3:00 PM	1	53	8	0	2	1	0	0	0	0	0	0	0	65
4:00 PM	0	54	5	0	2	1	0	0	0	0	0	0	0	62
5:00 PM	2	41	8	0	4	2	0	0	0	0	0	0	0	57
6:00 PM	2	44	7	0	3	1	0	0	0	0	0	0	0	57
7:00 PM	1	24	6	0	2	1	0	0	0	0	0	0	0	34
8:00 PM	0	17	7	0	1	0	0	0	0	0	0	0	0	25
9:00 PM	1	6	1	0	1	0	0	0	0	0	0	0	0	9
10:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	11	569	118	1	61	16	0	0	1	1	0	0	0	778
Percent	1.4%	73.1%	15.2%	0.1%	7.8%	2.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Monday, September 19, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	9	2	0	0	1	0	0	0	0	0	0	0	12
7:00 AM	0	26	5	0	2	3	0	0	0	0	0	0	0	36
8:00 AM	1	42	11	0	6	5	0	0	0	0	0	0	0	65
9:00 AM	1	19	5	1	0	0	0	0	0	0	0	0	0	26
10:00 AM	0	6	8	0	4	2	0	0	0	0	0	0	0	20
11:00 AM	2	22	8	0	8	4	0	0	0	0	0	0	0	44
12:00 PM	1	41	12	0	2	3	0	0	0	0	0	0	0	59
1:00 PM	0	29	8	0	12	3	0	0	0	0	0	0	0	52
2:00 PM	0	31	20	0	7	4	0	0	0	0	0	0	0	62
3:00 PM	0	37	9	0	2	3	0	0	0	0	0	0	0	51
4:00 PM	0	49	10	0	2	1	0	0	0	0	0	0	0	62
5:00 PM	1	39	13	0	3	5	0	0	0	0	0	0	0	61
6:00 PM	0	24	7	0	1	3	0	0	0	0	0	0	0	35
7:00 PM	0	23	10	0	0	2	0	0	0	0	0	0	0	35
8:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
9:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	5
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	6	449	140	1	51	41	0	0	0	0	0	0	0	688
Percent	0.9%	65.3%	20.3%	0.1%	7.4%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Tuesday, September 20, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	4	0	0	3	0	0	0	0	0	0	0	0	7
6:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
7:00 AM	1	27	5	0	3	2	0	0	0	0	0	0	0	38
8:00 AM	1	21	6	0	2	1	0	0	0	0	0	0	0	31
9:00 AM	0	22	6	0	7	0	0	0	0	0	0	0	0	35
10:00 AM	0	29	10	0	2	0	0	0	0	0	0	0	0	41
11:00 AM	0	43	13	0	5	1	0	0	0	0	0	0	0	62
12:00 PM	0	40	13	0	7	1	0	0	0	0	0	0	0	61
1:00 PM	2	60	14	0	5	0	0	0	0	0	0	0	0	81
2:00 PM	0	46	8	0	2	1	0	0	0	0	0	0	0	57
3:00 PM	2	32	8	0	5	2	0	0	0	0	0	0	0	49
4:00 PM	1	35	9	0	4	0	0	0	0	0	0	0	0	49
5:00 PM	1	50	11	0	3	1	0	0	0	0	0	0	0	66
6:00 PM	0	35	8	0	5	0	0	0	0	0	0	0	0	48
7:00 PM	0	32	9	0	3	1	0	0	0	0	0	0	0	45
8:00 PM	0	19	6	0	1	1	0	0	0	0	0	0	0	27
9:00 PM	0	8	2	0	1	1	0	0	0	0	0	0	0	12
10:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
11:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	5
Total	8	523	133	0	62	13	0	0	0	0	0	0	0	739
Percent	1.1%	70.8%	18.0%	0.0%	8.4%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Tuesday, September 20, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	5	1	0	1	1	0	0	0	0	0	0	0	8
7:00 AM	0	22	3	0	2	2	0	0	0	0	0	0	0	29
8:00 AM	0	23	3	0	4	1	0	0	0	0	0	0	0	31
9:00 AM	1	11	3	0	3	1	0	0	0	0	0	0	0	19
10:00 AM	0	21	6	0	8	1	0	0	0	0	0	0	0	36
11:00 AM	0	24	13	0	3	0	0	0	0	0	0	0	0	40
12:00 PM	0	32	7	0	8	3	0	0	0	0	0	0	0	50
1:00 PM	2	48	15	0	9	1	0	0	0	0	0	0	0	75
2:00 PM	0	31	9	0	10	0	0	0	0	0	0	0	0	50
3:00 PM	2	42	8	0	9	1	0	0	0	0	0	0	0	62
4:00 PM	0	38	9	0	4	2	0	0	0	0	0	0	0	53
5:00 PM	2	39	14	0	6	1	0	0	0	0	0	0	0	62
6:00 PM	0	29	9	0	7	1	0	0	0	0	0	0	0	46
7:00 PM	0	26	9	0	2	1	0	0	0	0	0	0	0	38
8:00 PM	0	10	7	0	3	1	0	0	0	0	0	0	0	21
9:00 PM	0	8	4	0	0	1	0	0	0	0	0	0	0	13
10:00 PM	0	4	0	0	1	1	0	0	0	0	0	0	0	6
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Total	7	421	122	0	80	19	0	0	0	0	0	0	0	649
Percent	1.1%	64.9%	18.8%	0.0%	12.3%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Wednesday, September 21, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
6:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
7:00 AM	0	14	4	0	2	0	0	0	0	0	0	0	0	20
8:00 AM	0	15	6	0	2	0	0	0	0	0	0	0	0	23
9:00 AM	0	17	8	0	5	0	0	0	0	0	0	0	0	30
10:00 AM	0	26	6	0	2	1	0	0	0	0	0	0	0	35
11:00 AM	0	59	11	0	10	2	0	0	0	0	0	0	0	82
12:00 PM	3	68	23	0	9	0	0	0	0	0	0	0	0	103
1:00 PM	0	41	10	0	7	0	0	0	0	0	0	0	0	58
2:00 PM	0	48	7	0	9	1	0	0	0	0	0	0	0	65
3:00 PM	0	46	9	0	4	3	0	0	0	0	0	0	0	62
4:00 PM	0	39	13	0	5	2	0	0	0	0	0	0	0	59
5:00 PM	0	76	13	0	8	1	0	0	0	0	0	0	0	98
6:00 PM	2	42	12	0	5	0	0	0	0	0	0	0	0	61
7:00 PM	0	41	11	0	5	2	0	0	0	0	0	0	0	59
8:00 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
9:00 PM	0	7	6	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	1	6	1	0	1	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	565	148	0	77	12	0	0	0	0	0	0	0	808
Percent	0.7%	69.9%	18.3%	0.0%	9.5%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Wednesday, September 21, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
7:00 AM	0	26	6	0	1	4	0	0	0	0	0	0	0	37
8:00 AM	0	24	5	0	3	0	0	0	0	0	0	0	0	32
9:00 AM	0	8	4	0	5	0	0	0	0	0	0	0	0	17
10:00 AM	0	15	5	0	3	4	0	0	0	0	0	0	0	27
11:00 AM	0	29	11	0	6	3	0	0	0	0	0	0	0	49
12:00 PM	0	43	11	0	3	3	0	0	0	0	0	0	0	60
1:00 PM	0	44	14	0	5	0	0	0	0	0	0	0	0	63
2:00 PM	0	31	13	0	7	0	0	0	0	0	0	0	0	51
3:00 PM	0	48	7	0	5	6	0	0	0	0	0	0	0	66
4:00 PM	0	39	5	0	3	0	0	0	0	0	0	0	0	47
5:00 PM	0	35	12	0	6	4	0	0	0	0	0	0	0	57
6:00 PM	0	37	13	0	3	2	0	0	0	0	0	0	0	55
7:00 PM	1	28	7	0	4	1	0	0	0	0	0	0	0	41
8:00 PM	0	14	8	0	3	0	0	0	0	0	0	0	0	25
9:00 PM	0	10	4	0	3	0	0	0	0	0	0	0	0	17
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Total	1	444	133	0	62	27	0	0	0	0	0	0	0	667
Percent	0.1%	66.6%	19.9%	0.0%	9.3%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Thursday, September 22, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:00 AM	0	8	5	0	1	0	0	0	0	0	0	0	0	14
7:00 AM	0	17	6	0	5	1	0	0	0	0	0	0	0	29
8:00 AM	0	27	6	0	2	0	0	0	0	0	0	0	0	35
9:00 AM	1	15	4	0	5	0	0	0	0	0	0	0	0	25
10:00 AM	3	55	7	0	4	1	0	0	0	0	0	0	0	70
11:00 AM	1	52	18	0	6	0	0	0	1	0	0	0	0	78
12:00 PM	1	73	12	0	13	1	0	0	0	0	0	0	0	100
1:00 PM	1	46	12	0	7	0	0	0	0	0	0	0	0	66
2:00 PM	0	56	12	0	8	2	0	0	0	0	0	0	0	78
3:00 PM	1	38	9	0	6	1	0	0	0	0	0	0	0	55
4:00 PM	1	54	12	0	6	1	0	0	0	0	0	0	0	74
5:00 PM	0	58	8	0	8	3	0	0	0	0	0	0	0	77
6:00 PM	1	60	18	0	4	2	0	0	0	0	0	0	0	85
7:00 PM	4	25	6	0	3	0	0	1	0	0	0	0	0	39
8:00 PM	0	26	6	0	7	1	0	0	0	0	0	0	0	40
9:00 PM	0	8	4	0	1	0	0	0	0	0	0	0	0	13
10:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	14	634	149	0	88	13	0	1	1	0	0	0	0	900
Percent	1.6%	70.4%	16.6%	0.0%	9.8%	1.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Thursday, September 22, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	8	1	1	6	0	0	0	0	0	0	0	0	16
7:00 AM	0	25	4	0	3	1	0	0	0	0	0	0	0	33
8:00 AM	0	26	11	0	3	2	0	0	0	0	0	0	0	42
9:00 AM	0	14	5	0	6	2	0	0	0	1	0	0	0	28
10:00 AM	0	33	4	0	7	4	0	0	0	0	0	0	0	48
11:00 AM	1	39	10	0	5	2	0	0	0	0	0	0	0	57
12:00 PM	0	40	13	0	13	1	0	0	0	0	0	0	0	67
1:00 PM	0	34	13	0	8	2	0	0	0	0	0	0	0	57
2:00 PM	0	31	10	0	8	0	0	0	0	0	0	0	0	49
3:00 PM	0	35	10	0	8	0	0	0	0	0	0	0	0	53
4:00 PM	0	41	5	0	6	3	0	0	0	0	0	0	0	55
5:00 PM	0	44	12	0	7	2	0	0	0	0	0	0	0	65
6:00 PM	0	46	7	0	3	2	0	0	0	0	0	0	0	58
7:00 PM	0	29	4	0	3	3	0	0	0	0	0	0	0	39
8:00 PM	0	26	5	0	5	1	0	0	0	0	0	0	0	37
9:00 PM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	487	119	1	92	26	0	0	0	1	0	0	0	727
Percent	0.1%	67.0%	16.4%	0.1%	12.7%	3.6%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Friday, September 23, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	0	4	6	0	3	0	0	0	0	0	0	0	0	13
7:00 AM	0	15	2	1	3	1	0	0	0	0	0	0	0	22
8:00 AM	2	16	4	0	1	1	0	0	0	0	0	0	0	24
9:00 AM	1	13	2	0	3	0	0	0	0	0	0	0	0	19
10:00 AM	1	30	5	0	4	1	0	0	0	0	0	0	0	41
11:00 AM	0	37	7	0	9	4	0	0	0	0	0	0	0	57
12:00 PM	1	55	16	0	7	5	0	0	0	0	0	0	0	84
1:00 PM	0	65	11	0	13	6	0	0	0	0	0	0	0	95
2:00 PM	2	43	11	0	8	3	0	0	0	0	0	0	0	67
3:00 PM	1	67	15	0	2	2	0	0	0	0	0	0	0	87
4:00 PM	0	34	14	0	8	3	0	0	0	0	0	0	0	59
5:00 PM	1	75	16	0	16	0	0	0	0	0	0	0	1	109
6:00 PM	0	83	12	0	9	1	0	0	0	0	0	0	0	105
7:00 PM	0	48	16	0	4	0	0	0	0	0	0	0	0	68
8:00 PM	1	37	6	0	7	1	0	0	0	0	0	0	0	52
9:00 PM	1	11	8	0	4	0	0	0	0	0	0	0	0	24
10:00 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
11:00 PM	0	12	4	0	1	0	0	0	0	0	0	0	0	17
Total	11	675	168	1	105	28	0	0	0	0	0	0	1	989
Percent	1.1%	68.3%	17.0%	0.1%	10.6%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Friday, September 23, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	4	0	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
7:00 AM	0	21	1	0	2	5	0	0	0	0	0	0	0	29
8:00 AM	0	26	7	0	6	2	0	0	0	0	0	0	0	41
9:00 AM	0	13	2	0	2	1	0	0	0	0	0	0	0	18
10:00 AM	0	24	5	0	3	0	0	0	0	0	0	0	0	32
11:00 AM	0	27	15	0	3	3	0	0	0	0	0	0	0	48
12:00 PM	0	45	12	0	5	0	0	0	0	0	0	0	0	62
1:00 PM	0	43	18	0	7	3	0	0	0	0	0	0	0	71
2:00 PM	1	38	17	0	8	4	0	0	0	0	0	0	0	68
3:00 PM	0	43	5	0	6	2	0	0	0	0	0	0	0	56
4:00 PM	0	32	6	0	6	2	0	0	0	0	0	0	0	46
5:00 PM	0	53	14	0	6	3	0	0	0	0	0	0	0	76
6:00 PM	1	48	15	0	6	2	0	0	0	0	0	0	0	72
7:00 PM	1	31	14	0	1	1	0	0	0	0	0	0	0	48
8:00 PM	0	35	3	0	6	2	0	0	0	0	0	0	0	46
9:00 PM	0	16	4	0	2	0	0	0	0	0	0	0	0	22
10:00 PM	0	24	2	0	4	1	0	0	0	0	0	0	0	31
11:00 PM	0	14	2	0	2	1	0	0	0	0	0	0	0	19
Total	4	549	146	0	77	32	0	0	0	0	0	0	0	808
Percent	0.5%	67.9%	18.1%	0.0%	9.5%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
6:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
7:00 AM	0	12	4	0	2	1	0	0	0	0	0	0	0	19
8:00 AM	0	16	5	0	2	0	0	0	0	0	0	0	0	23
9:00 AM	0	15	5	0	4	0	0	0	0	0	0	0	0	24
10:00 AM	1	30	6	0	3	1	0	0	0	0	0	0	0	41
11:00 AM	1	42	10	0	6	1	0	0	0	0	0	0	0	60
12:00 PM	2	58	14	0	8	2	0	0	0	0	0	0	0	84
1:00 PM	1	50	12	0	6	1	0	0	0	0	0	0	0	70
2:00 PM	0	47	9	0	6	2	0	0	0	0	0	0	0	64
3:00 PM	1	44	9	0	4	1	0	0	0	0	0	0	0	59
4:00 PM	1	41	10	0	6	1	0	0	0	0	0	0	0	59
5:00 PM	1	55	11	0	7	1	0	0	0	0	0	0	0	75
6:00 PM	1	48	12	0	6	1	0	0	0	0	0	0	0	68
7:00 PM	1	36	9	0	4	1	0	0	0	0	0	0	0	51
8:00 PM	0	21	4	0	3	1	0	0	0	0	0	0	0	29
9:00 PM	0	8	4	0	1	0	0	0	0	0	0	0	0	13
10:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Total	10	550	132	0	72	14	0	0	0	0	0	0	0	778
Percent	1.3%	70.7%	17.0%	0.0%	9.3%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
7:00 AM	0	19	3	0	1	2	0	0	0	0	0	0	0	25
8:00 AM	0	23	6	0	3	1	0	0	0	0	0	0	0	33
9:00 AM	0	15	4	0	3	1	0	0	0	0	0	0	0	23
10:00 AM	0	19	6	0	4	2	0	0	0	0	0	0	0	31
11:00 AM	1	28	10	0	4	2	0	0	0	0	0	0	0	45
12:00 PM	1	36	10	0	5	2	0	0	0	0	0	0	0	54
1:00 PM	0	38	12	0	8	2	0	0	0	0	0	0	0	60
2:00 PM	0	33	12	0	6	1	0	0	0	0	0	0	0	52
3:00 PM	0	40	8	0	5	2	0	0	0	0	0	0	0	55
4:00 PM	0	35	7	0	5	2	0	0	0	0	0	0	0	49
5:00 PM	0	38	12	0	5	3	0	0	0	0	0	0	0	58
6:00 PM	0	35	10	0	4	2	0	0	0	0	0	0	0	51
7:00 PM	0	27	9	0	3	1	0	0	0	0	0	0	0	40
8:00 PM	0	22	6	0	3	1	0	0	0	0	0	0	0	32
9:00 PM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
10:00 PM	0	7	1	0	1	1	0	0	0	0	0	0	0	10
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Total	2	446	126	0	63	25	0	0	0	0	0	0	0	662
Percent	0.3%	67.4%	19.0%	0.0%	9.5%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
6:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
7:00 AM	0	19	5	0	3	1	0	0	0	0	0	0	0	29
8:00 AM	0	21	6	0	2	0	0	0	0	0	0	0	0	30
9:00 AM	0	18	6	0	6	0	0	0	0	0	0	0	0	30
10:00 AM	1	37	8	0	3	1	0	0	0	0	0	0	0	49
11:00 AM	0	51	14	0	7	1	0	0	0	0	0	0	0	74
12:00 PM	1	60	16	0	10	1	0	0	0	0	0	0	0	88
1:00 PM	1	49	12	0	6	0	0	0	0	0	0	0	0	68
2:00 PM	0	50	9	0	6	1	0	0	0	0	0	0	0	67
3:00 PM	1	39	9	0	5	2	0	0	0	0	0	0	0	55
4:00 PM	1	43	11	0	5	1	0	0	0	0	0	0	0	61
5:00 PM	0	61	11	0	6	2	0	0	0	0	0	0	0	80
6:00 PM	1	46	13	0	5	1	0	0	0	0	0	0	0	65
7:00 PM	1	33	9	0	4	1	0	0	0	0	0	0	0	48
8:00 PM	0	18	5	0	3	1	0	0	0	0	0	0	0	26
9:00 PM	0	8	4	0	1	0	0	0	0	0	0	0	0	13
10:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	9	574	143	0	76	13	0	0	0	0	0	0	0	816
Percent	1.1%	70.4%	17.6%	0.0%	9.3%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	6	1	0	3	0	0	0	0	0	0	0	0	11
7:00 AM	0	24	4	0	2	2	0	0	0	0	0	0	0	33
8:00 AM	0	24	6	0	3	1	0	0	0	0	0	0	0	35
9:00 AM	0	11	4	0	5	1	0	0	0	0	0	0	0	21
10:00 AM	0	23	5	0	6	3	0	0	0	0	0	0	0	37
11:00 AM	0	31	11	0	5	2	0	0	0	0	0	0	0	49
12:00 PM	0	38	10	0	8	2	0	0	0	0	0	0	0	59
1:00 PM	1	42	14	0	7	1	0	0	0	0	0	0	0	65
2:00 PM	0	31	11	0	8	0	0	0	0	0	0	0	0	50
3:00 PM	1	42	8	0	7	2	0	0	0	0	0	0	0	60
4:00 PM	0	39	6	0	4	2	0	0	0	0	0	0	0	52
5:00 PM	1	39	13	0	6	2	0	0	0	0	0	0	0	61
6:00 PM	0	37	10	0	4	2	0	0	0	0	0	0	0	53
7:00 PM	0	28	7	0	3	2	0	0	0	0	0	0	0	39
8:00 PM	0	17	7	0	4	1	0	0	0	0	0	0	0	28
9:00 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
10:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	3
Total	3	451	125	0	78	24	0	0	0	0	0	0	0	681
Percent	0.4%	66.2%	18.3%	0.0%	11.5%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Colorado Ave BTWN 7th St & 8th St

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 03

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	900	2,266	1,846	443	12	0	0	0	0	0	0	0	0	0	0	0	0	5,467
Percent	16.5%	41.4%	33.8%	8.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	858	1,497	1,736	530	26	2	0	0	0	0	0	0	0	0	0	0	0	4,649
Percent	18.5%	32.2%	37.3%	11.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	1,758	3,763	3,582	973	38	2	0	0	0	0	0	0	0	0	0	0	0	10,116
Percent	17.4%	37.2%	35.4%	9.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	14.1	mph	Mean (Average) Speed	14.1	mph
85th Percentile	18.7	mph	10 mph Pace	9.7 - 19.7	mph
95th Percentile	20.8	mph	Percent in Pace	75.3	%
Southbound			Southbound		
50th Percentile (Median)	14.9	mph	Mean (Average) Speed	14.7	mph
85th Percentile	19.5	mph	10 mph Pace	9.3 - 19.3	mph
95th Percentile	21.9	mph	Percent in Pace	69.9	%

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03



Saturday, September 17, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	2	3	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	3	3	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
11:00 AM	5	14	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35
12:00 PM	15	27	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	54
1:00 PM	1	46	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	68
2:00 PM	9	33	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	67
3:00 PM	6	30	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	55
4:00 PM	19	32	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	68
5:00 PM	18	46	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	78
6:00 PM	17	44	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	80
7:00 PM	14	38	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
8:00 PM	4	21	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40
9:00 PM	3	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	2	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	121	358	222	33	0	0	0	0	0	0	0	0	0	0	0	0	0	734
Percent	16.5%	48.8%	30.2%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	13.5	mph	Mean (Average) Speed	13.6	mph
85th Percentile	17.6	mph	10 mph Pace	9.1 - 19.1	mph
95th Percentile	19.9	mph	Percent in Pace	82.6	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Saturday, September 17, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16
9:00 AM	2	2	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26
10:00 AM	2	5	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29
11:00 AM	3	6	17	12	1	0	0	0	0	0	0	0	0	0	0	0	0	39
12:00 PM	10	10	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	37
1:00 PM	15	20	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47
2:00 PM	10	23	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	54
3:00 PM	11	13	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	59
4:00 PM	10	14	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	47
5:00 PM	11	22	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	53
6:00 PM	13	20	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	62
7:00 PM	15	22	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55
8:00 PM	6	16	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51
9:00 PM	2	7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
10:00 PM	2	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	2	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	114	197	264	79	5	0	0	0	0	0	0	0	0	0	0	0	0	659
Percent	17.3%	29.9%	40.1%	12.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	15	mph
85th Percentile	19.6	mph	10 mph Pace	10.1 - 20.1	mph
95th Percentile	21.9	mph	Percent in Pace	69.8	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Sunday, September 18, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
9:00 AM	4	2	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 AM	8	9	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	36
11:00 AM	3	7	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42
12:00 PM	10	36	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	70
1:00 PM	3	10	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	44
2:00 PM	6	27	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	51
3:00 PM	6	24	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44
4:00 PM	7	10	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35
5:00 PM	9	7	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	43
6:00 PM	4	22	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
7:00 PM	12	13	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36
8:00 PM	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
9:00 PM	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	78	180	205	54	2	0	0	0	0	0	0	0	0	0	0	0	0	519
Percent	15.0%	34.7%	39.5%	10.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.0	mph	Mean (Average) Speed	14.8	mph
85th Percentile	19.3	mph	10 mph Pace	11.6 - 21.6	mph
95th Percentile	21.4	mph	Percent in Pace	76.5	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Sunday, September 18, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	1	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:00 AM	3	2	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	24
10:00 AM	2	2	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	21
11:00 AM	6	8	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38
12:00 PM	6	7	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	39
1:00 PM	6	15	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	58
2:00 PM	11	7	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33
3:00 PM	4	15	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	39
4:00 PM	4	4	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	31
5:00 PM	6	8	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	39
6:00 PM	7	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
7:00 PM	2	10	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
8:00 PM	1	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:00 PM	1	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00 PM	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	63	103	190	87	8	0	0	0	0	0	0	0	0	0	0	0	0	451
Percent	14.0%	22.8%	42.1%	19.3%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	16.6	mph	Mean (Average) Speed	16.1	mph
85th Percentile	20.8	mph	10 mph Pace	12.5 - 22.5	mph
95th Percentile	22.4	mph	Percent in Pace	72.51	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Monday, September 19, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	0	4	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	5	14	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:00 AM	5	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:00 AM	2	18	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41
11:00 AM	21	33	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	64
12:00 PM	34	42	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	102
1:00 PM	15	39	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	73
2:00 PM	12	28	27	2	1	0	0	0	0	0	0	0	0	0	0	0	0	70
3:00 PM	11	21	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	65
4:00 PM	18	23	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	62
5:00 PM	10	21	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	57
6:00 PM	16	26	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	57
7:00 PM	10	14	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34
8:00 PM	3	7	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
9:00 PM	1	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	165	312	245	52	4	0	0	0	0	0	0	0	0	0	0	0	0	778
Percent	21.2%	40.1%	31.5%	6.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	13.8	mph	Mean (Average) Speed	13.7	mph
85th Percentile	18.6	mph	10 mph Pace	8.9 - 18.9	mph
95th Percentile	20.8	mph	Percent in Pace	72.4	%

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03



Monday, September 19, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	3	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	2	9	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	36
8:00 AM	7	16	23	17	1	1	0	0	0	0	0	0	0	0	0	0	0	65
9:00 AM	5	10	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26
10:00 AM	3	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
11:00 AM	14	10	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	44
12:00 PM	17	25	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	59
1:00 PM	6	20	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	52
2:00 PM	12	27	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	62
3:00 PM	9	19	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	51
4:00 PM	4	31	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	62
5:00 PM	13	30	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
6:00 PM	10	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35
7:00 PM	10	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35
8:00 PM	2	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
9:00 PM	1	2	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	117	240	237	89	4	1	0	0	0	0	0	0	0	0	0	0	0	688
Percent	17.0%	34.9%	34.4%	12.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.9	mph	Mean (Average) Speed	14.8	mph
85th Percentile	19.8	mph	10 mph Pace	10.8 - 20.8	mph
95th Percentile	22.5	mph	Percent in Pace	70.49	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Tuesday, September 20, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	2	4	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	38
8:00 AM	2	5	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 AM	1	12	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35
10:00 AM	2	17	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41
11:00 AM	8	26	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	62
12:00 PM	5	40	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	61
1:00 PM	22	39	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	81
2:00 PM	12	30	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	57
3:00 PM	8	17	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	49
4:00 PM	8	24	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49
5:00 PM	11	34	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	66
6:00 PM	11	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48
7:00 PM	5	18	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 PM	5	2	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	6	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	110	299	255	73	2	0	0	0	0	0	0	0	0	0	0	0	0	739
Percent	14.9%	40.5%	34.5%	9.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.5	mph	Mean (Average) Speed	14.4	mph
85th Percentile	18.8	mph	10 mph Pace	9.5 - 19.5	mph
95th Percentile	20.9	mph	Percent in Pace	76.7	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Tuesday, September 20, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	3	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29
8:00 AM	5	8	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 AM	3	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 AM	7	5	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36
11:00 AM	2	16	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	40
12:00 PM	10	19	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	50
1:00 PM	10	34	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	75
2:00 PM	9	23	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	50
3:00 PM	11	14	26	10	1	0	0	0	0	0	0	0	0	0	0	0	0	62
4:00 PM	5	13	27	8	0	0	0	0	0	0	0	0	0	0	0	0	0	53
5:00 PM	7	24	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	62
6:00 PM	5	22	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	46
7:00 PM	7	17	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38
8:00 PM	3	6	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
9:00 PM	4	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	95	230	255	66	3	0	0	0	0	0	0	0	0	0	0	0	0	649
Percent	14.6%	35.4%	39.3%	10.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.0	mph	Mean (Average) Speed	14.9	mph
85th Percentile	19.1	mph	10 mph Pace	9.4 - 19.4	mph
95th Percentile	22.3	mph	Percent in Pace	75.65	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Wednesday, September 21, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	4	6	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23
9:00 AM	2	12	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30
10:00 AM	4	13	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35
11:00 AM	20	30	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	82
12:00 PM	14	59	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	103
1:00 PM	10	29	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	58
2:00 PM	9	33	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	65
3:00 PM	12	33	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	62
4:00 PM	16	24	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	59
5:00 PM	13	30	51	4	0	0	0	0	0	0	0	0	0	0	0	0	0	98
6:00 PM	5	22	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	61
7:00 PM	11	28	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	59
8:00 PM	2	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
9:00 PM	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	1	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	322	297	64	2	0	0	0	0	0	0	0	0	0	0	0	0	808
Percent	15.2%	39.9%	36.8%	7.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.4	mph	Mean (Average) Speed	14.2	mph
85th Percentile	18.5	mph	10 mph Pace	9.7 - 19.7	mph
95th Percentile	21.1	mph	Percent in Pace	76.7	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Wednesday, September 21, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	4	11	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37
8:00 AM	6	7	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 AM	2	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	7	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27
11:00 AM	14	26	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49
12:00 PM	18	22	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	60
1:00 PM	11	27	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	63
2:00 PM	6	20	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	51
3:00 PM	13	22	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	66
4:00 PM	11	15	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	47
5:00 PM	14	11	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	57
6:00 PM	18	16	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	55
7:00 PM	12	16	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41
8:00 PM	2	8	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
9:00 PM	2	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	143	227	229	65	3	0	0	0	0	0	0	0	0	0	0	0	0	667
Percent	21.4%	34.0%	34.3%	9.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.4	mph	Mean (Average) Speed	14.3	mph
85th Percentile	19.3	mph	10 mph Pace	8.8 - 18.8	mph
95th Percentile	21.5	mph	Percent in Pace	70.16	%

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 03



Thursday, September 22, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	0	1	15	13	0	0	0	0	0	0	0	0	0	0	0	0	0	29
8:00 AM	6	11	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 AM	3	8	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
10:00 AM	19	29	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	70
11:00 AM	17	47	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	78
12:00 PM	14	58	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	100
1:00 PM	15	35	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	66
2:00 PM	10	30	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	78
3:00 PM	5	17	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	55
4:00 PM	7	37	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	74
5:00 PM	10	33	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	77
6:00 PM	18	43	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
7:00 PM	2	22	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39
8:00 PM	5	18	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40
9:00 PM	2	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	136	397	307	60	0	0	0	0	0	0	0	0	0	0	0	0	0	900
Percent	15.1%	44.1%	34.1%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.0	mph	Mean (Average) Speed	14.0	mph
85th Percentile	18.2	mph	10 mph Pace	10.0 - 20.0	mph
95th Percentile	20.7	mph	Percent in Pace	78.3	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Thursday, September 22, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	3	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	2	15	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33
8:00 AM	10	9	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42
9:00 AM	3	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 AM	16	12	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48
11:00 AM	19	16	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	57
12:00 PM	12	23	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	67
1:00 PM	16	21	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	57
2:00 PM	7	17	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49
3:00 PM	5	16	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	11	17	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	55
5:00 PM	20	8	29	7	0	1	0	0	0	0	0	0	0	0	0	0	0	65
6:00 PM	21	23	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	58
7:00 PM	6	12	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39
8:00 PM	8	5	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37
9:00 PM	2	2	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	159	216	284	66	1	1	0	0	0	0	0	0	0	0	0	0	0	727
Percent	21.9%	29.7%	39.1%	9.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.8	mph	Mean (Average) Speed	14.3	mph
85th Percentile	18.7	mph	10 mph Pace	9.5 - 19.5	mph
95th Percentile	21.3	mph	Percent in Pace	72.21	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Friday, September 23, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	1	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	2	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22
8:00 AM	4	2	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24
9:00 AM	1	5	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 AM	10	11	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41
11:00 AM	11	30	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	57
12:00 PM	21	41	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	84
1:00 PM	17	46	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	95
2:00 PM	15	30	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	67
3:00 PM	10	41	26	10	0	0	0	0	0	0	0	0	0	0	0	0	0	87
4:00 PM	13	15	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	59
5:00 PM	11	55	36	7	0	0	0	0	0	0	0	0	0	0	0	0	0	109
6:00 PM	23	51	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	105
7:00 PM	7	28	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	68
8:00 PM	12	23	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	52
9:00 PM	3	1	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24
10:00 PM	3	13	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28
11:00 PM	3	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	167	398	315	107	2	0	0	0	0	0	0	0	0	0	0	0	0	989
Percent	16.9%	40.2%	31.9%	10.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.1	mph	Mean (Average) Speed	14.2	mph
85th Percentile	19.2	mph	10 mph Pace	10.6 - 20.6	mph
95th Percentile	21.3	mph	Percent in Pace	73.0	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03



Friday, September 23, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	1	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:00 AM	4	8	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29
8:00 AM	0	11	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	41
9:00 AM	0	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 AM	6	13	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32
11:00 AM	12	18	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	48
12:00 PM	14	26	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	62
1:00 PM	27	23	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	71
2:00 PM	21	23	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	68
3:00 PM	10	25	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	56
4:00 PM	8	17	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46
5:00 PM	14	39	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	76
6:00 PM	19	28	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	72
7:00 PM	9	11	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	48
8:00 PM	10	17	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46
9:00 PM	0	5	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	8	6	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	31
11:00 PM	2	4	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Total	167	284	277	78	2	0	0	0	0	0	0	0	0	0	0	0	0	808
Percent	20.7%	35.1%	34.3%	9.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.4	mph	Mean (Average) Speed	14.1	mph
85th Percentile	18.9	mph	10 mph Pace	9.1 - 19.1	mph
95th Percentile	21.6	mph	Percent in Pace	70.17	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	2	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:00 AM	3	6	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24
9:00 AM	3	8	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27
10:00 AM	7	14	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40
11:00 AM	12	27	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	60
12:00 PM	16	43	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	82
1:00 PM	12	35	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	70
2:00 PM	10	30	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	65
3:00 PM	8	26	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	59
4:00 PM	13	24	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	58
5:00 PM	12	32	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	75
6:00 PM	13	33	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	67
7:00 PM	9	23	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	51
8:00 PM	4	10	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	2	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	127	323	265	63	0	0	0	0	0	0	0	0	0	0	0	0	0	778
Percent	16.3%	41.5%	34.1%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	14.1	mph	Mean (Average) Speed	14.1	mph
85th Percentile	18.7	mph	10 mph Pace	9.7 - 19.7	mph
95th Percentile	20.8	mph	Percent in Pace	75.3	%

Location: Colorado Ave BTWN 7th St & 8th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 03

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	2	9	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25
8:00 AM	4	8	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 AM	3	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23
10:00 AM	6	7	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30
11:00 AM	10	14	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	44
12:00 PM	12	19	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	53
1:00 PM	13	23	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	60
2:00 PM	11	20	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	53
3:00 PM	9	18	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	55
4:00 PM	8	16	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	49
5:00 PM	12	20	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	58
6:00 PM	13	19	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	50
7:00 PM	9	14	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40
8:00 PM	5	9	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	2	4	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	2	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	122	214	248	74	0	0	0	0	0	0	0	0	0	0	0	0	0	658
Percent	18.5%	32.5%	37.7%	11.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	14.9	mph	Mean (Average) Speed	14.7	mph
85th Percentile	19.5	mph	10 mph Pace	9.3 - 19.3	mph
95th Percentile	21.9	mph	Percent in Pace	69.9	%

Location: Colorado Ave BTWN 7th St & 8th St
Date Range: 9/17/2022 - 9/23/2022
Site Code: 03

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	7	4	11	9	5	14	2	3	5	2	1	3	1	1	2	3	0	3	2	2	4	2	1	3
1:00 AM	9	4	13	6	6	12	1	0	1	1	0	1	2	2	4	1	0	1	3	6	9	1	1	2
2:00 AM	5	3	8	8	4	12	1	2	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
3:00 AM	2	0	2	0	1	1	1	0	1	1	0	1	1	0	1	4	1	5	4	1	5	2	0	2
4:00 AM	2	0	2	1	2	3	1	2	3	4	6	10	2	1	3	2	0	2	3	0	3	3	2	5
5:00 AM	4	6	10	3	2	5	5	4	9	7	0	7	7	1	8	4	2	6	6	3	9	6	1	7
6:00 AM	0	3	3	1	6	7	8	12	20	9	8	17	6	9	15	14	16	30	13	11	24	10	11	21
7:00 AM	2	7	9	3	4	7	20	36	56	38	29	67	20	37	57	29	33	62	22	29	51	29	33	62
8:00 AM	6	16	22	7	10	17	38	65	103	31	31	62	23	32	55	35	42	77	24	41	65	30	35	65
9:00 AM	17	26	43	22	24	46	31	26	57	35	19	54	30	17	47	25	28	53	19	18	37	30	21	51
10:00 AM	21	29	50	36	21	57	41	20	61	41	36	77	35	27	62	70	48	118	41	32	73	49	37	86
11:00 AM	35	39	74	42	38	80	64	44	108	62	40	102	82	49	131	78	57	135	57	48	105	74	49	123
12:00 PM	54	37	91	70	39	109	102	59	161	61	50	111	103	60	163	100	67	167	84	62	146	88	59	147
1:00 PM	68	47	115	44	58	102	73	52	125	81	75	156	58	63	121	66	57	123	95	71	166	68	65	133
2:00 PM	67	54	121	51	33	84	70	62	132	57	50	107	65	51	116	78	49	127	67	68	135	67	50	117
3:00 PM	55	59	114	44	39	83	65	51	116	49	62	111	62	66	128	55	53	108	87	56	143	55	60	116
4:00 PM	68	47	115	35	31	66	62	62	124	49	53	102	59	47	106	74	55	129	59	46	105	61	52	112
5:00 PM	78	53	131	43	39	82	57	61	118	66	62	128	98	57	155	77	65	142	109	76	185	80	61	142
6:00 PM	80	62	142	38	30	68	57	35	92	48	46	94	61	55	116	85	58	143	105	72	177	65	53	118
7:00 PM	72	55	127	36	26	62	34	35	69	45	38	83	59	41	100	39	39	78	68	48	116	48	39	87
8:00 PM	40	51	91	8	15	23	25	22	47	27	21	48	12	25	37	40	37	77	52	46	98	26	28	54
9:00 PM	16	29	45	6	11	17	9	23	32	12	13	25	13	17	30	13	16	29	24	22	46	13	15	28
10:00 PM	12	15	27	4	6	10	7	5	12	8	6	14	9	3	12	4	2	6	28	31	59	7	4	11
11:00 PM	14	13	27	2	1	3	4	7	11	5	3	8	0	6	6	4	1	5	17	19	36	3	3	6
Total	734	659	1,393	519	451	970	778	688	1,466	739	649	1,388	808	667	1,475	900	727	1,627	989	808	1,797	816	681	1,497
Percent	53%	47%	-	54%	46%	-	53%	47%	-	53%	47%	-	55%	45%	-	55%	45%	-	55%	45%	-	54%	46%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Pitkin Ave BTWN 8th St & 9th St

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 04

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	47	8,812	2,126	3	754	29	0	14	12	0	0	0	0	11,797
Percent	0.4%	74.7%	18.0%	0.0%	6.4%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	57	5,838	1,669	3	1,023	37	0	1	0	0	0	0	0	8,628
Percent	0.7%	67.7%	19.3%	0.0%	11.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	104	14,650	3,795	6	1,777	66	0	15	12	0	0	0	0	20,425
Percent	0.5%	71.7%	18.6%	0.0%	8.7%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Saturday, September 17, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	4	0	0	0	0	0	1	1	0	0	0	0	6
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	1	2	1	0	1	1	0	0	0	0	0	0	0	6
6:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
7:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
8:00 AM	0	32	5	0	2	0	0	0	1	0	0	0	0	40
9:00 AM	0	47	13	0	2	0	0	0	0	0	0	0	0	62
10:00 AM	0	60	22	0	7	0	0	0	0	0	0	0	0	89
11:00 AM	4	84	18	0	7	0	0	0	0	0	0	0	0	113
12:00 PM	0	92	25	0	4	1	0	0	0	0	0	0	0	122
1:00 PM	0	79	21	0	5	0	0	0	0	0	0	0	0	105
2:00 PM	1	76	14	0	2	0	0	0	0	0	0	0	0	93
3:00 PM	0	51	20	0	3	0	0	0	0	0	0	0	0	74
4:00 PM	1	78	15	0	1	0	0	0	0	0	0	0	0	95
5:00 PM	1	56	18	0	6	0	0	1	0	0	0	0	0	82
6:00 PM	0	44	15	0	6	0	0	0	1	0	0	0	0	66
7:00 PM	1	35	8	0	6	0	0	0	0	0	0	0	0	50
8:00 PM	0	18	4	0	1	0	0	0	0	0	0	0	0	23
9:00 PM	0	17	0	1	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
Total	10	804	208	1	58	2	0	2	3	0	0	0	0	1,088
Percent	0.9%	73.9%	19.1%	0.1%	5.3%	0.2%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Saturday, September 17, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	16	7	0	5	0	0	0	0	0	0	0	0	28
8:00 AM	0	15	8	0	2	0	0	0	0	0	0	0	0	25
9:00 AM	0	27	10	0	4	0	0	0	0	0	0	0	0	41
10:00 AM	0	25	10	0	7	0	0	0	0	0	0	0	0	42
11:00 AM	0	45	14	0	8	0	0	0	0	0	0	0	0	67
12:00 PM	0	66	12	0	7	0	0	0	0	0	0	0	0	85
1:00 PM	0	45	17	0	10	0	0	0	0	0	0	0	0	72
2:00 PM	0	50	10	0	8	1	0	0	0	0	0	0	0	69
3:00 PM	0	38	7	0	2	1	0	0	0	0	0	0	0	48
4:00 PM	0	34	11	0	2	0	0	0	0	0	0	0	0	47
5:00 PM	0	42	7	0	6	0	0	0	0	0	0	0	0	55
6:00 PM	0	39	5	0	3	2	0	0	0	0	0	0	0	49
7:00 PM	0	33	6	0	6	0	0	0	0	0	0	0	0	45
8:00 PM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
9:00 PM	0	11	3	0	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	514	136	0	76	4	0	0	0	0	0	0	0	730
Percent	0.0%	70.4%	18.6%	0.0%	10.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Sunday, September 18, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	1	0	1	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
8:00 AM	0	12	5	0	2	0	0	0	0	0	0	0	0	19
9:00 AM	0	38	8	0	0	0	0	0	0	0	0	0	0	46
10:00 AM	0	37	5	0	1	0	0	0	0	0	0	0	0	43
11:00 AM	0	52	19	0	1	0	0	0	0	0	0	0	0	72
12:00 PM	0	55	16	0	3	0	0	0	0	0	0	0	0	74
1:00 PM	1	63	11	0	7	0	0	0	0	0	0	0	0	82
2:00 PM	0	63	12	1	5	0	0	0	0	0	0	0	0	81
3:00 PM	0	53	17	0	0	0	0	0	0	0	0	0	0	70
4:00 PM	0	52	7	0	7	0	0	0	0	0	0	0	0	66
5:00 PM	1	41	12	0	1	0	0	0	0	0	0	0	0	55
6:00 PM	0	45	10	0	1	0	0	0	0	0	0	0	0	56
7:00 PM	0	43	5	0	0	0	0	0	0	0	0	0	0	48
8:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	4	596	138	1	30	3	0	1	0	0	0	0	0	773
Percent	0.5%	77.1%	17.9%	0.1%	3.9%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Sunday, September 18, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	1	3	1	0	1	0	0	0	0	0	0	0	0	6
7:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
8:00 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	16
9:00 AM	0	14	14	0	5	0	0	0	0	0	0	0	0	33
10:00 AM	0	34	7	0	6	0	0	0	0	0	0	0	0	47
11:00 AM	0	35	14	0	2	0	0	0	0	0	0	0	0	51
12:00 PM	1	41	7	0	8	0	0	0	0	0	0	0	0	57
1:00 PM	1	34	13	0	8	0	0	0	0	0	0	0	0	56
2:00 PM	2	27	10	0	6	0	0	0	0	0	0	0	0	45
3:00 PM	0	40	14	0	4	0	0	0	0	0	0	0	0	58
4:00 PM	1	31	10	0	3	1	0	0	0	0	0	0	0	46
5:00 PM	0	19	9	0	6	1	0	0	0	0	0	0	0	35
6:00 PM	0	25	6	0	9	0	0	0	0	0	0	0	0	40
7:00 PM	0	20	5	0	3	0	0	0	0	0	0	0	0	28
8:00 PM	0	16	1	0	2	0	0	0	0	0	0	0	0	19
9:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	372	122	0	69	2	0	0	0	0	0	0	0	571
Percent	1.1%	65.1%	21.4%	0.0%	12.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Monday, September 19, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	0	0	0	0	1	1	0	0	0	0	3
5:00 AM	1	2	0	0	1	1	0	0	0	0	0	0	0	5
6:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	0	53	7	0	6	0	0	0	0	0	0	0	0	66
8:00 AM	0	120	23	0	7	1	0	0	0	0	0	0	0	151
9:00 AM	1	58	18	0	3	0	0	0	0	0	0	0	0	80
10:00 AM	0	71	16	0	10	0	0	0	0	0	0	0	0	97
11:00 AM	0	114	23	1	9	0	0	0	0	0	0	0	0	147
12:00 PM	0	142	28	0	14	0	0	0	0	0	0	0	0	184
1:00 PM	2	93	22	0	6	2	0	0	0	0	0	0	0	125
2:00 PM	1	145	28	0	10	0	0	0	0	0	0	0	0	184
3:00 PM	0	148	33	0	10	0	0	0	0	0	0	0	0	191
4:00 PM	1	148	40	0	25	2	0	0	0	0	0	0	0	216
5:00 PM	1	162	47	0	11	0	0	1	0	0	0	0	0	222
6:00 PM	1	105	34	0	15	1	0	0	0	0	0	0	0	156
7:00 PM	0	64	13	0	7	0	0	0	0	0	0	0	0	84
8:00 PM	0	23	9	0	1	0	0	0	0	0	0	0	0	33
9:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	8	1,483	347	1	136	8	0	3	1	0	0	0	0	1,987
Percent	0.4%	74.6%	17.5%	0.1%	6.8%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Monday, September 19, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
6:00 AM	0	7	5	0	7	0	0	0	0	0	0	0	0	19
7:00 AM	0	62	25	0	14	1	0	0	0	0	0	0	0	102
8:00 AM	0	126	44	0	23	0	0	0	0	0	0	0	0	193
9:00 AM	0	53	14	0	13	1	0	0	0	0	0	0	0	81
10:00 AM	0	48	15	0	9	0	0	0	0	0	0	0	0	72
11:00 AM	1	84	30	1	16	0	0	0	0	0	0	0	0	132
12:00 PM	3	108	25	0	11	3	0	0	0	0	0	0	0	150
1:00 PM	2	126	35	1	27	0	0	0	0	0	0	0	0	191
2:00 PM	3	96	36	0	17	0	0	0	0	0	0	0	0	152
3:00 PM	4	92	16	0	18	0	0	0	0	0	0	0	0	130
4:00 PM	0	88	26	0	25	1	0	0	0	0	0	0	0	140
5:00 PM	2	84	20	0	20	2	0	0	0	0	0	0	0	128
6:00 PM	0	49	12	0	9	0	0	0	0	0	0	0	0	70
7:00 PM	1	22	9	0	4	0	0	0	0	0	0	0	0	36
8:00 PM	0	10	5	0	2	0	0	0	0	0	0	0	0	17
9:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	16	1,083	324	2	216	8	0	0	0	0	0	0	0	1,649
Percent	1.0%	65.7%	19.6%	0.1%	13.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Tuesday, September 20, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	2	0	0	1	0	0	0	1	0	0	0	0	5
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	2
5:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	10	5	0	1	0	0	0	1	0	0	0	0	17
7:00 AM	0	44	14	0	3	0	0	0	0	0	0	0	0	61
8:00 AM	0	101	19	0	6	0	0	0	0	0	0	0	0	126
9:00 AM	0	60	17	0	8	0	0	0	0	0	0	0	0	85
10:00 AM	0	62	13	0	8	1	0	0	0	0	0	0	0	84
11:00 AM	1	104	18	0	9	0	0	0	0	0	0	0	0	132
12:00 PM	1	125	23	0	6	0	0	0	0	0	0	0	0	155
1:00 PM	0	113	26	0	11	2	0	0	0	0	0	0	0	152
2:00 PM	0	124	24	0	6	0	0	0	0	0	0	0	0	154
3:00 PM	0	178	31	0	14	0	0	0	0	0	0	0	0	223
4:00 PM	1	149	27	0	17	1	0	0	0	0	0	0	0	195
5:00 PM	0	175	31	0	18	0	0	0	0	0	0	0	0	224
6:00 PM	0	130	38	0	9	0	0	0	1	0	0	0	0	178
7:00 PM	0	105	22	0	9	0	0	0	0	0	0	0	0	136
8:00 PM	0	41	12	0	3	0	0	0	0	0	0	0	0	56
9:00 PM	0	15	3	0	0	0	0	0	1	0	0	0	0	19
10:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1,552	327	0	131	4	0	1	4	0	0	0	0	2,023
Percent	0.2%	76.7%	16.2%	0.0%	6.5%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Tuesday, September 20, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	0	5
5:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	0	10	9	0	3	0	0	0	0	0	0	0	0	22
7:00 AM	0	62	21	0	9	1	0	0	0	0	0	0	0	93
8:00 AM	1	141	43	0	18	1	0	0	0	0	0	0	0	204
9:00 AM	0	44	12	1	14	1	0	0	0	0	0	0	0	72
10:00 AM	0	48	16	0	12	1	0	0	0	0	0	0	0	77
11:00 AM	0	67	19	0	16	0	0	0	0	0	0	0	0	102
12:00 PM	0	88	30	0	6	0	0	0	0	0	0	0	0	124
1:00 PM	0	55	12	0	11	0	0	0	0	0	0	0	0	78
2:00 PM	2	77	12	0	6	0	0	0	0	0	0	0	0	97
3:00 PM	1	84	27	0	6	3	0	0	0	0	0	0	0	121
4:00 PM	2	75	16	0	6	1	0	0	0	0	0	0	0	100
5:00 PM	2	93	23	0	7	0	0	0	0	0	0	0	0	125
6:00 PM	1	57	14	0	9	0	0	0	0	0	0	0	0	81
7:00 PM	0	26	6	0	4	0	0	0	0	0	0	0	0	36
8:00 PM	0	20	5	0	6	1	0	0	0	0	0	0	0	32
9:00 PM	0	4	4	0	3	0	0	0	0	0	0	0	0	11
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	9	964	270	1	140	9	0	0	0	0	0	0	0	1,393
Percent	0.6%	69.2%	19.4%	0.1%	10.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Wednesday, September 21, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	1	1	0	0	1	0	0	1	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
6:00 AM	1	15	2	0	0	1	0	0	0	0	0	0	0	19
7:00 AM	1	40	13	0	1	0	0	0	0	0	0	0	0	55
8:00 AM	0	109	23	0	9	0	0	0	0	0	0	0	0	141
9:00 AM	1	55	12	0	3	0	0	0	0	0	0	0	0	71
10:00 AM	0	82	24	0	9	0	0	0	0	0	0	0	0	115
11:00 AM	0	107	25	0	13	0	0	0	0	0	0	0	0	145
12:00 PM	0	121	16	0	13	0	0	0	0	0	0	0	0	150
1:00 PM	0	104	18	0	3	0	0	0	0	0	0	0	0	125
2:00 PM	0	145	39	0	14	0	0	0	0	0	0	0	0	198
3:00 PM	1	107	30	0	7	0	0	0	0	0	0	0	0	145
4:00 PM	0	117	29	0	10	0	0	0	0	0	0	0	0	156
5:00 PM	0	174	39	0	11	0	0	1	0	0	0	0	0	225
6:00 PM	1	117	41	0	10	0	0	0	1	0	0	0	0	170
7:00 PM	0	90	23	0	8	0	0	0	0	0	0	0	0	121
8:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
9:00 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	13
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	3
Total	6	1,420	346	0	116	2	0	2	1	0	0	0	0	1,893
Percent	0.3%	75.0%	18.3%	0.0%	6.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Wednesday, September 21, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	10	9	0	7	0	0	0	0	0	0	0	0	26
7:00 AM	1	64	24	0	11	0	0	0	0	0	0	0	0	100
8:00 AM	0	136	38	0	22	2	0	0	0	0	0	0	0	198
9:00 AM	0	45	10	0	13	0	0	0	0	0	0	0	0	68
10:00 AM	0	58	17	0	7	1	0	0	0	0	0	0	0	83
11:00 AM	0	88	21	0	13	1	0	0	0	0	0	0	0	123
12:00 PM	0	76	14	0	17	0	0	0	0	0	0	0	0	107
1:00 PM	2	86	8	0	11	2	0	0	0	0	0	0	0	109
2:00 PM	0	94	20	0	10	0	0	0	0	0	0	0	0	124
3:00 PM	0	87	15	0	13	0	0	0	0	0	0	0	0	115
4:00 PM	0	65	25	0	11	0	0	0	0	0	0	0	0	101
5:00 PM	0	68	21	0	7	0	0	0	0	0	0	0	0	96
6:00 PM	0	36	13	0	12	0	0	0	0	0	0	0	0	61
7:00 PM	0	30	8	0	6	0	0	0	0	0	0	0	0	44
8:00 PM	0	12	4	0	4	0	0	0	0	0	0	0	0	20
9:00 PM	0	5	1	0	3	0	0	0	0	0	0	0	0	9
10:00 PM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	966	255	0	169	6	0	0	0	0	0	0	0	1,399
Percent	0.2%	69.0%	18.2%	0.0%	12.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Thursday, September 22, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	2	0	0	0	0	1	0	0	0	0	0	4
6:00 AM	0	14	4	0	0	0	0	0	1	0	0	0	0	19
7:00 AM	0	37	11	0	4	0	0	0	0	0	0	0	0	52
8:00 AM	0	117	27	0	6	0	0	0	0	0	0	0	0	150
9:00 AM	0	55	15	0	3	1	0	0	0	0	0	0	0	74
10:00 AM	0	85	28	0	7	1	0	0	0	0	0	0	0	121
11:00 AM	0	87	26	0	13	0	0	0	0	0	0	0	0	126
12:00 PM	0	112	34	0	16	0	0	0	0	0	0	0	0	162
1:00 PM	0	102	20	0	11	0	0	0	1	0	0	0	0	134
2:00 PM	1	120	31	0	14	0	0	0	0	0	0	0	0	166
3:00 PM	0	124	33	0	14	0	0	0	0	0	0	0	0	171
4:00 PM	0	150	34	0	13	1	0	0	0	0	0	0	0	198
5:00 PM	0	169	40	0	15	0	0	1	0	0	0	0	0	225
6:00 PM	1	108	31	0	11	0	0	0	1	0	0	0	0	152
7:00 PM	0	53	17	0	2	0	0	0	0	0	0	0	0	72
8:00 PM	0	26	4	0	1	0	0	0	0	0	0	0	0	31
9:00 PM	0	25	5	0	3	0	0	0	0	0	0	0	0	33
10:00 PM	1	7	2	0	1	1	0	0	0	0	0	0	0	12
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	1,400	364	0	135	4	0	2	3	0	0	0	0	1,912
Percent	0.2%	73.2%	19.0%	0.0%	7.1%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Thursday, September 22, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	11	8	0	3	0	0	0	0	0	0	0	0	22
7:00 AM	0	65	24	0	9	0	0	0	0	0	0	0	0	98
8:00 AM	1	116	39	0	22	0	0	0	0	0	0	0	0	178
9:00 AM	0	42	19	0	11	0	0	0	0	0	0	0	0	72
10:00 AM	0	51	16	0	14	2	0	0	0	0	0	0	0	83
11:00 AM	2	53	20	0	17	0	0	0	0	0	0	0	0	92
12:00 PM	0	74	23	0	4	0	0	0	0	0	0	0	0	101
1:00 PM	0	64	18	0	10	1	0	0	0	0	0	0	0	93
2:00 PM	0	87	22	0	14	0	0	0	0	0	0	0	0	123
3:00 PM	3	86	19	0	12	0	0	0	0	0	0	0	0	120
4:00 PM	1	79	17	0	11	0	0	0	0	0	0	0	0	108
5:00 PM	4	75	20	0	13	0	0	0	0	0	0	0	0	112
6:00 PM	1	51	16	0	7	0	0	0	0	0	0	0	0	75
7:00 PM	0	32	5	0	6	0	0	0	0	0	0	0	0	43
8:00 PM	0	15	3	0	2	0	0	0	0	0	0	0	0	20
9:00 PM	0	7	5	0	2	0	0	0	0	0	0	0	0	14
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	12	916	277	0	158	3	0	0	0	0	0	0	0	1,366
Percent	0.9%	67.1%	20.3%	0.0%	11.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Friday, September 23, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	3
6:00 AM	1	11	4	0	2	0	0	0	0	0	0	0	0	18
7:00 AM	0	26	10	0	4	0	0	0	0	0	0	0	0	40
8:00 AM	0	112	33	0	11	1	0	0	0	0	0	0	0	157
9:00 AM	1	56	9	0	4	0	0	0	0	0	0	0	0	70
10:00 AM	0	79	14	0	8	0	0	0	0	0	0	0	0	101
11:00 AM	1	120	31	0	6	0	0	0	0	0	0	0	0	158
12:00 PM	1	132	26	0	23	0	0	0	0	0	0	0	0	182
1:00 PM	1	115	32	0	13	1	0	0	0	0	0	0	0	162
2:00 PM	0	85	23	0	8	1	0	0	0	0	0	0	0	117
3:00 PM	1	178	36	0	9	1	0	0	0	0	0	0	0	225
4:00 PM	0	141	45	0	13	0	0	0	0	0	0	0	0	199
5:00 PM	2	156	36	0	17	0	0	0	0	0	0	0	0	211
6:00 PM	1	107	25	0	13	1	0	0	0	0	0	0	0	147
7:00 PM	0	85	28	0	6	0	0	0	0	0	0	0	0	119
8:00 PM	1	38	8	0	1	0	0	0	0	0	0	0	0	48
9:00 PM	0	67	23	0	6	0	0	0	0	0	0	0	0	96
10:00 PM	0	35	9	0	3	0	0	1	0	0	0	0	0	48
11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Total	11	1,557	396	0	148	6	0	3	0	0	0	0	0	2,121
Percent	0.5%	73.4%	18.7%	0.0%	7.0%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Friday, September 23, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	9	8	0	7	0	0	0	0	0	0	0	0	24
7:00 AM	0	53	20	0	8	0	0	0	0	0	0	0	0	81
8:00 AM	0	91	34	0	16	0	0	0	0	0	0	0	0	141
9:00 AM	0	58	18	0	19	0	0	0	0	0	0	0	0	95
10:00 AM	0	65	22	0	11	0	0	0	0	0	0	0	0	98
11:00 AM	0	85	20	0	11	0	0	1	0	0	0	0	0	117
12:00 PM	1	73	17	0	16	0	0	0	0	0	0	0	0	107
1:00 PM	1	73	22	0	15	0	0	0	0	0	0	0	0	111
2:00 PM	0	63	14	0	16	1	0	0	0	0	0	0	0	94
3:00 PM	4	95	16	0	11	1	0	0	0	0	0	0	0	127
4:00 PM	0	74	22	0	13	1	0	0	0	0	0	0	0	110
5:00 PM	2	60	13	0	9	1	0	0	0	0	0	0	0	85
6:00 PM	2	98	27	0	16	1	0	0	0	0	0	0	0	144
7:00 PM	1	56	11	0	10	0	0	0	0	0	0	0	0	78
8:00 PM	0	39	6	0	3	0	0	0	0	0	0	0	0	48
9:00 PM	0	18	8	0	7	0	0	0	0	0	0	0	0	33
10:00 PM	0	5	2	0	5	0	0	0	0	0	0	0	0	12
11:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
Total	11	1,023	285	0	195	5	0	1	0	0	0	0	0	1,520
Percent	0.7%	67.3%	18.8%	0.0%	12.8%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
7:00 AM	0	32	9	0	3	0	0	0	0	0	0	0	0	44
8:00 AM	0	86	19	0	6	0	0	0	0	0	0	0	0	111
9:00 AM	0	53	13	0	3	0	0	0	0	0	0	0	0	69
10:00 AM	0	68	17	0	7	0	0	0	0	0	0	0	0	92
11:00 AM	1	95	23	0	8	0	0	0	0	0	0	0	0	127
12:00 PM	0	111	24	0	11	0	0	0	0	0	0	0	0	146
1:00 PM	1	96	21	0	8	1	0	0	0	0	0	0	0	127
2:00 PM	0	108	24	0	8	0	0	0	0	0	0	0	0	140
3:00 PM	0	120	29	0	8	0	0	0	0	0	0	0	0	157
4:00 PM	0	119	28	0	12	1	0	0	0	0	0	0	0	160
5:00 PM	1	133	32	0	11	0	0	1	0	0	0	0	0	178
6:00 PM	1	94	28	0	9	0	0	0	1	0	0	0	0	133
7:00 PM	0	68	17	0	5	0	0	0	0	0	0	0	0	90
8:00 PM	0	26	6	0	1	0	0	0	0	0	0	0	0	33
9:00 PM	0	21	5	0	2	0	0	0	0	0	0	0	0	28
10:00 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	1,258	302	0	105	2	0	2	1	0	0	0	0	1,674
Percent	0.2%	75.1%	18.0%	0.0%	6.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	8	6	0	4	0	0	0	0	0	0	0	0	18
7:00 AM	0	47	18	0	8	0	0	0	0	0	0	0	0	73
8:00 AM	0	91	30	0	15	0	0	0	0	0	0	0	0	136
9:00 AM	0	40	14	0	11	0	0	0	0	0	0	0	0	65
10:00 AM	0	47	15	0	9	1	0	0	0	0	0	0	0	72
11:00 AM	0	65	20	0	12	0	0	0	0	0	0	0	0	97
12:00 PM	1	75	18	0	10	0	0	0	0	0	0	0	0	104
1:00 PM	1	69	18	0	13	0	0	0	0	0	0	0	0	101
2:00 PM	1	71	18	0	11	0	0	0	0	0	0	0	0	101
3:00 PM	2	75	16	0	9	1	0	0	0	0	0	0	0	103
4:00 PM	1	64	18	0	10	1	0	0	0	0	0	0	0	94
5:00 PM	1	63	16	0	10	1	0	0	0	0	0	0	0	91
6:00 PM	1	51	13	0	9	0	0	0	0	0	0	0	0	74
7:00 PM	0	31	7	0	6	0	0	0	0	0	0	0	0	44
8:00 PM	0	18	4	0	3	0	0	0	0	0	0	0	0	25
9:00 PM	0	9	3	0	3	0	0	0	0	0	0	0	0	15
10:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	8	837	237	0	146	4	0	0	0	0	0	0	0	1,232
Percent	0.6%	67.9%	19.2%	0.0%	11.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	0	13	4	0	0	0	0	0	1	0	0	0	0	18
7:00 AM	0	40	13	0	3	0	0	0	0	0	0	0	0	56
8:00 AM	0	109	23	0	7	0	0	0	0	0	0	0	0	139
9:00 AM	0	57	15	0	5	0	0	0	0	0	0	0	0	77
10:00 AM	0	76	22	0	8	1	0	0	0	0	0	0	0	107
11:00 AM	0	99	23	0	12	0	0	0	0	0	0	0	0	134
12:00 PM	0	119	24	0	12	0	0	0	0	0	0	0	0	156
1:00 PM	0	106	21	0	8	1	0	0	0	0	0	0	0	137
2:00 PM	0	130	31	0	11	0	0	0	0	0	0	0	0	173
3:00 PM	0	136	31	0	12	0	0	0	0	0	0	0	0	180
4:00 PM	0	139	30	0	13	1	0	0	0	0	0	0	0	183
5:00 PM	0	173	37	0	15	0	0	1	0	0	0	0	0	225
6:00 PM	1	118	37	0	10	0	0	0	1	0	0	0	0	167
7:00 PM	0	83	21	0	6	0	0	0	0	0	0	0	0	110
8:00 PM	0	27	7	0	2	0	0	0	0	0	0	0	0	36
9:00 PM	0	17	3	0	2	0	0	0	0	0	0	0	0	22
10:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	9
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	1,457	346	0	127	3	0	2	3	0	0	0	0	1,943
Percent	0.2%	75.0%	17.8%	0.0%	6.6%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	0	10	9	0	4	0	0	0	0	0	0	0	0	23
7:00 AM	0	64	23	0	10	0	0	0	0	0	0	0	0	97
8:00 AM	1	131	40	0	21	1	0	0	0	0	0	0	0	193
9:00 AM	0	44	14	0	13	0	0	0	0	0	0	0	0	71
10:00 AM	0	52	16	0	11	1	0	0	0	0	0	0	0	81
11:00 AM	1	69	20	0	15	0	0	0	0	0	0	0	0	106
12:00 PM	0	79	22	0	9	0	0	0	0	0	0	0	0	111
1:00 PM	1	68	13	0	11	1	0	0	0	0	0	0	0	93
2:00 PM	1	86	18	0	10	0	0	0	0	0	0	0	0	115
3:00 PM	1	86	20	0	10	1	0	0	0	0	0	0	0	119
4:00 PM	1	73	19	0	9	0	0	0	0	0	0	0	0	103
5:00 PM	2	79	21	0	9	0	0	0	0	0	0	0	0	111
6:00 PM	1	48	14	0	9	0	0	0	0	0	0	0	0	72
7:00 PM	0	29	6	0	5	0	0	0	0	0	0	0	0	41
8:00 PM	0	16	4	0	4	0	0	0	0	0	0	0	0	24
9:00 PM	0	5	3	0	3	0	0	0	0	0	0	0	0	11
10:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	8	949	267	0	156	6	0	0	0	0	0	0	0	1,386
Percent	0.6%	68.4%	19.3%	0.0%	11.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Pitkin Ave BTWN 8th St & 9th St

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 04

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	383	1,391	5,927	3,879	213	3	0	1	0	0	0	0	0	0	0	0	0	11,797
Percent	3.2%	11.8%	50.2%	32.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	205	741	3,657	3,566	432	23	4	0	0	0	0	0	0	0	0	0	0	8,628
Percent	2.4%	8.6%	42.4%	41.3%	5.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	588	2,132	9,584	7,445	645	26	4	1	0	0	0	0	0	0	0	0	0	20,425
Percent	2.9%	10.4%	46.9%	36.5%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	18.8	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.8	mph	10 mph Pace	13.8 - 23.8	mph
95th Percentile	23.6	mph	Percent in Pace	85.3	%
Southbound			Southbound		
50th Percentile (Median)	19.7	mph	Mean (Average) Speed	19.4	mph
85th Percentile	22.9	mph	10 mph Pace	14.8 - 24.8	mph
95th Percentile	25.2	mph	Percent in Pace	83.7	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



Saturday, September 17, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	2	5	12	1	0	0	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	1	3	10	21	5	0	0	0	0	0	0	0	0	0	0	0	0	40
9:00 AM	0	4	32	24	2	0	0	0	0	0	0	0	0	0	0	0	0	62
10:00 AM	1	5	41	38	4	0	0	0	0	0	0	0	0	0	0	0	0	89
11:00 AM	0	2	51	55	5	0	0	0	0	0	0	0	0	0	0	0	0	113
12:00 PM	0	4	58	56	4	0	0	0	0	0	0	0	0	0	0	0	0	122
1:00 PM	1	13	45	43	3	0	0	0	0	0	0	0	0	0	0	0	0	105
2:00 PM	1	5	47	37	3	0	0	0	0	0	0	0	0	0	0	0	0	93
3:00 PM	0	2	36	32	3	1	0	0	0	0	0	0	0	0	0	0	0	74
4:00 PM	1	5	43	44	2	0	0	0	0	0	0	0	0	0	0	0	0	95
5:00 PM	0	3	44	32	3	0	0	0	0	0	0	0	0	0	0	0	0	82
6:00 PM	5	10	26	24	1	0	0	0	0	0	0	0	0	0	0	0	0	66
7:00 PM	0	5	23	21	1	0	0	0	0	0	0	0	0	0	0	0	0	50
8:00 PM	2	1	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	2	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	15	71	493	469	39	1	0	0	0	0	0	0	0	0	0	0	0	1,088
Percent	1.4%	6.5%	45.3%	43.1%	3.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.8	mph	Mean (Average) Speed	19.6	mph
85th Percentile	22.8	mph	10 mph Pace	14.9 - 24.9	mph
95th Percentile	24.6	mph	Percent in Pace	88.6	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04

Saturday, September 17, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	3	15	6	4	0	0	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	0	8	15	2	0	0	0	0	0	0	0	0	0	0	0	0	25
9:00 AM	1	1	14	19	2	3	1	0	0	0	0	0	0	0	0	0	0	41
10:00 AM	1	2	19	19	1	0	0	0	0	0	0	0	0	0	0	0	0	42
11:00 AM	0	0	19	44	4	0	0	0	0	0	0	0	0	0	0	0	0	67
12:00 PM	0	5	35	41	4	0	0	0	0	0	0	0	0	0	0	0	0	85
1:00 PM	2	4	30	30	5	1	0	0	0	0	0	0	0	0	0	0	0	72
2:00 PM	1	5	37	21	5	0	0	0	0	0	0	0	0	0	0	0	0	69
3:00 PM	0	3	21	22	2	0	0	0	0	0	0	0	0	0	0	0	0	48
4:00 PM	1	2	12	28	4	0	0	0	0	0	0	0	0	0	0	0	0	47
5:00 PM	1	3	21	27	3	0	0	0	0	0	0	0	0	0	0	0	0	55
6:00 PM	2	5	20	21	1	0	0	0	0	0	0	0	0	0	0	0	0	49
7:00 PM	0	1	19	19	6	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 PM	0	3	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	18
9:00 PM	0	1	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	9	39	307	325	45	4	1	0	0	0	0	0	0	0	0	0	0	730
Percent	1.2%	5.3%	42.1%	44.5%	6.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.1	mph	Mean (Average) Speed	20	mph
85th Percentile	23.3	mph	10 mph Pace	15.0 - 25.0	mph
95th Percentile	25.7	mph	Percent in Pace	86.71	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



Sunday, September 18, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	0	4	14	1	0	0	0	0	0	0	0	0	0	0	0	0	19
9:00 AM	0	1	20	22	3	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 AM	0	2	15	23	3	0	0	0	0	0	0	0	0	0	0	0	0	43
11:00 AM	1	1	30	37	3	0	0	0	0	0	0	0	0	0	0	0	0	72
12:00 PM	0	3	29	37	5	0	0	0	0	0	0	0	0	0	0	0	0	74
1:00 PM	0	7	39	32	4	0	0	0	0	0	0	0	0	0	0	0	0	82
2:00 PM	0	6	36	37	2	0	0	0	0	0	0	0	0	0	0	0	0	81
3:00 PM	1	4	28	36	1	0	0	0	0	0	0	0	0	0	0	0	0	70
4:00 PM	0	4	24	36	2	0	0	0	0	0	0	0	0	0	0	0	0	66
5:00 PM	0	2	22	27	4	0	0	0	0	0	0	0	0	0	0	0	0	55
6:00 PM	0	1	25	29	1	0	0	0	0	0	0	0	0	0	0	0	0	56
7:00 PM	0	0	25	22	1	0	0	0	0	0	0	0	0	0	0	0	0	48
8:00 PM	0	0	9	12	2	0	0	0	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	33	322	379	33	0	0	0	0	0	0	0	0	0	0	0	0	773
Percent	0.8%	4.3%	41.7%	49.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.2	mph	Mean (Average) Speed	20.0	mph
85th Percentile	22.9	mph	10 mph Pace	14.9 - 24.9	mph
95th Percentile	24.7	mph	Percent in Pace	90.3	%

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04



Sunday, September 18, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	9
8:00 AM	0	1	2	10	3	0	0	0	0	0	0	0	0	0	0	0	0	16
9:00 AM	0	1	11	17	4	0	0	0	0	0	0	0	0	0	0	0	0	33
10:00 AM	0	2	18	24	3	0	0	0	0	0	0	0	0	0	0	0	0	47
11:00 AM	0	3	16	32	0	0	0	0	0	0	0	0	0	0	0	0	0	51
12:00 PM	0	1	20	34	2	0	0	0	0	0	0	0	0	0	0	0	0	57
1:00 PM	1	1	19	33	2	0	0	0	0	0	0	0	0	0	0	0	0	56
2:00 PM	2	3	20	17	3	0	0	0	0	0	0	0	0	0	0	0	0	45
3:00 PM	0	1	28	27	2	0	0	0	0	0	0	0	0	0	0	0	0	58
4:00 PM	0	2	16	25	3	0	0	0	0	0	0	0	0	0	0	0	0	46
5:00 PM	1	4	9	18	3	0	0	0	0	0	0	0	0	0	0	0	0	35
6:00 PM	0	0	13	21	6	0	0	0	0	0	0	0	0	0	0	0	0	40
7:00 PM	0	0	16	12	0	0	0	0	0	0	0	0	0	0	0	0	0	28
8:00 PM	1	0	7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	19
9:00 PM	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	23	208	296	37	0	0	0	0	0	0	0	0	0	0	0	0	571
Percent	1.2%	4.0%	36.4%	51.8%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.7	mph	Mean (Average) Speed	20.4	mph
85th Percentile	23.7	mph	10 mph Pace	15.7 - 25.7	mph
95th Percentile	25.4	mph	Percent in Pace	89.14	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04

Monday, September 19, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	1	0	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	4	2	32	24	4	0	0	0	0	0	0	0	0	0	0	0	0	66
8:00 AM	2	7	86	54	2	0	0	0	0	0	0	0	0	0	0	0	0	151
9:00 AM	1	11	34	31	3	0	0	0	0	0	0	0	0	0	0	0	0	80
10:00 AM	3	12	42	39	1	0	0	0	0	0	0	0	0	0	0	0	0	97
11:00 AM	6	29	64	47	1	0	0	0	0	0	0	0	0	0	0	0	0	147
12:00 PM	17	41	83	40	3	0	0	0	0	0	0	0	0	0	0	0	0	184
1:00 PM	8	12	49	52	4	0	0	0	0	0	0	0	0	0	0	0	0	125
2:00 PM	4	26	93	60	1	0	0	0	0	0	0	0	0	0	0	0	0	184
3:00 PM	43	42	55	51	0	0	0	0	0	0	0	0	0	0	0	0	0	191
4:00 PM	2	28	116	66	4	0	0	0	0	0	0	0	0	0	0	0	0	216
5:00 PM	10	31	116	63	2	0	0	0	0	0	0	0	0	0	0	0	0	222
6:00 PM	3	16	67	66	4	0	0	0	0	0	0	0	0	0	0	0	0	156
7:00 PM	1	2	39	39	3	0	0	0	0	0	0	0	0	0	0	0	0	84
8:00 PM	1	4	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 PM	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	107	267	915	663	35	0	0	0	0	0	0	0	0	0	0	0	0	1,987
Percent	5.4%	13.4%	46.0%	33.4%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.7	mph	Mean (Average) Speed	18.1	mph
85th Percentile	21.8	mph	10 mph Pace	13.8 - 23.8	mph
95th Percentile	23.6	mph	Percent in Pace	81.6	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



Monday, September 19, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	0	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	8	44	46	4	0	0	0	0	0	0	0	0	0	0	0	0	102
8:00 AM	4	16	71	92	10	0	0	0	0	0	0	0	0	0	0	0	0	193
9:00 AM	1	7	24	43	6	0	0	0	0	0	0	0	0	0	0	0	0	81
10:00 AM	2	7	25	29	9	0	0	0	0	0	0	0	0	0	0	0	0	72
11:00 AM	7	15	53	48	8	1	0	0	0	0	0	0	0	0	0	0	0	132
12:00 PM	9	13	68	50	9	1	0	0	0	0	0	0	0	0	0	0	0	150
1:00 PM	3	14	83	78	12	1	0	0	0	0	0	0	0	0	0	0	0	191
2:00 PM	1	9	60	71	11	0	0	0	0	0	0	0	0	0	0	0	0	152
3:00 PM	14	8	56	50	2	0	0	0	0	0	0	0	0	0	0	0	0	130
4:00 PM	3	5	59	62	10	1	0	0	0	0	0	0	0	0	0	0	0	140
5:00 PM	6	21	49	49	3	0	0	0	0	0	0	0	0	0	0	0	0	128
6:00 PM	0	1	25	38	6	0	0	0	0	0	0	0	0	0	0	0	0	70
7:00 PM	0	3	15	16	2	0	0	0	0	0	0	0	0	0	0	0	0	36
8:00 PM	0	1	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	17
9:00 PM	0	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	51	133	662	705	94	4	0	0	0	0	0	0	0	0	0	0	0	1,649
Percent	3.1%	8.1%	40.1%	42.8%	5.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.9	mph	Mean (Average) Speed	19.4	mph
85th Percentile	23.0	mph	10 mph Pace	15.3 - 25.3	mph
95th Percentile	25.3	mph	Percent in Pace	82.96	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



Tuesday, September 20, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	2	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	1	7	36	16	1	0	0	0	0	0	0	0	0	0	0	0	0	61
8:00 AM	4	10	78	34	0	0	0	0	0	0	0	0	0	0	0	0	0	126
9:00 AM	1	9	36	38	1	0	0	0	0	0	0	0	0	0	0	0	0	85
10:00 AM	2	8	43	30	1	0	0	0	0	0	0	0	0	0	0	0	0	84
11:00 AM	2	10	73	46	1	0	0	0	0	0	0	0	0	0	0	0	0	132
12:00 PM	3	34	75	43	0	0	0	0	0	0	0	0	0	0	0	0	0	155
1:00 PM	3	19	91	38	1	0	0	0	0	0	0	0	0	0	0	0	0	152
2:00 PM	3	32	79	39	1	0	0	0	0	0	0	0	0	0	0	0	0	154
3:00 PM	16	36	125	43	3	0	0	0	0	0	0	0	0	0	0	0	0	223
4:00 PM	11	35	99	47	2	1	0	0	0	0	0	0	0	0	0	0	0	195
5:00 PM	15	41	102	65	1	0	0	0	0	0	0	0	0	0	0	0	0	224
6:00 PM	2	16	90	62	8	0	0	0	0	0	0	0	0	0	0	0	0	178
7:00 PM	0	12	86	37	1	0	0	0	0	0	0	0	0	0	0	0	0	136
8:00 PM	0	3	33	19	1	0	0	0	0	0	0	0	0	0	0	0	0	56
9:00 PM	0	3	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	284	1,068	581	24	1	0	0	0	0	0	0	0	0	0	0	0	2,023
Percent	3.2%	14.0%	52.8%	28.7%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.5	mph	Mean (Average) Speed	18.1	mph
85th Percentile	21.5	mph	10 mph Pace	13.2 - 23.2	mph
95th Percentile	23.3	mph	Percent in Pace	85.9	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04

Tuesday, September 20, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	2	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	1	9	40	38	5	0	0	0	0	0	0	0	0	0	0	0	0	93
8:00 AM	5	16	95	78	10	0	0	0	0	0	0	0	0	0	0	0	0	204
9:00 AM	1	6	26	35	4	0	0	0	0	0	0	0	0	0	0	0	0	72
10:00 AM	2	8	37	28	2	0	0	0	0	0	0	0	0	0	0	0	0	77
11:00 AM	1	10	44	43	4	0	0	0	0	0	0	0	0	0	0	0	0	102
12:00 PM	4	12	66	38	4	0	0	0	0	0	0	0	0	0	0	0	0	124
1:00 PM	1	10	36	28	3	0	0	0	0	0	0	0	0	0	0	0	0	78
2:00 PM	3	15	40	38	1	0	0	0	0	0	0	0	0	0	0	0	0	97
3:00 PM	2	7	64	43	4	1	0	0	0	0	0	0	0	0	0	0	0	121
4:00 PM	1	8	56	33	2	0	0	0	0	0	0	0	0	0	0	0	0	100
5:00 PM	4	10	49	60	2	0	0	0	0	0	0	0	0	0	0	0	0	125
6:00 PM	0	5	28	37	9	2	0	0	0	0	0	0	0	0	0	0	0	81
7:00 PM	0	3	15	17	1	0	0	0	0	0	0	0	0	0	0	0	0	36
8:00 PM	2	4	12	12	2	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	27	129	632	546	55	4	0	0	0	0	0	0	0	0	0	0	0	1,393
Percent	1.9%	9.3%	45.4%	39.2%	3.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.6	mph	Mean (Average) Speed	19.2	mph
85th Percentile	22.6	mph	10 mph Pace	14.7 - 24.7	mph
95th Percentile	24.6	mph	Percent in Pace	85.14	%

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04



Wednesday, September 21, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	1	3	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	5	2	22	24	2	0	0	0	0	0	0	0	0	0	0	0	0	55
8:00 AM	2	7	70	59	3	0	0	0	0	0	0	0	0	0	0	0	0	141
9:00 AM	3	7	40	21	0	0	0	0	0	0	0	0	0	0	0	0	0	71
10:00 AM	3	27	61	21	3	0	0	0	0	0	0	0	0	0	0	0	0	115
11:00 AM	3	30	76	34	2	0	0	0	0	0	0	0	0	0	0	0	0	145
12:00 PM	4	14	78	52	2	0	0	0	0	0	0	0	0	0	0	0	0	150
1:00 PM	1	18	70	35	1	0	0	0	0	0	0	0	0	0	0	0	0	125
2:00 PM	3	45	109	38	3	0	0	0	0	0	0	0	0	0	0	0	0	198
3:00 PM	6	16	86	35	2	0	0	0	0	0	0	0	0	0	0	0	0	145
4:00 PM	1	15	96	42	2	0	0	0	0	0	0	0	0	0	0	0	0	156
5:00 PM	5	24	126	67	3	0	0	0	0	0	0	0	0	0	0	0	0	225
6:00 PM	3	10	85	70	2	0	0	0	0	0	0	0	0	0	0	0	0	170
7:00 PM	2	6	79	33	1	0	0	0	0	0	0	0	0	0	0	0	0	121
8:00 PM	0	2	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	44	227	1,025	570	27	0	0	0	0	0	0	0	0	0	0	0	0	1,893
Percent	2.3%	12.0%	54.1%	30.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.6	mph	Mean (Average) Speed	18.3	mph
85th Percentile	21.5	mph	10 mph Pace	14.0 - 24.0	mph
95th Percentile	23.2	mph	Percent in Pace	87.8	%

Location: Pitkin Ave BTWN 8th St & 9th St
Date Range: 9/17/2022 to 9/23/2022
Site Code: 04



Wednesday, September 21, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	2	10	12	2	0	0	0	0	0	0	0	0	0	0	0	0	26
7:00 AM	0	7	42	44	6	0	1	0	0	0	0	0	0	0	0	0	0	100
8:00 AM	2	8	93	80	14	0	1	0	0	0	0	0	0	0	0	0	0	198
9:00 AM	2	5	23	35	2	1	0	0	0	0	0	0	0	0	0	0	0	68
10:00 AM	3	10	43	23	3	1	0	0	0	0	0	0	0	0	0	0	0	83
11:00 AM	4	11	62	40	5	1	0	0	0	0	0	0	0	0	0	0	0	123
12:00 PM	1	11	58	34	3	0	0	0	0	0	0	0	0	0	0	0	0	107
1:00 PM	5	15	49	37	3	0	0	0	0	0	0	0	0	0	0	0	0	109
2:00 PM	3	12	66	41	2	0	0	0	0	0	0	0	0	0	0	0	0	124
3:00 PM	1	7	52	47	8	0	0	0	0	0	0	0	0	0	0	0	0	115
4:00 PM	2	3	40	48	7	1	0	0	0	0	0	0	0	0	0	0	0	101
5:00 PM	1	9	40	39	6	1	0	0	0	0	0	0	0	0	0	0	0	96
6:00 PM	1	3	20	32	4	1	0	0	0	0	0	0	0	0	0	0	0	61
7:00 PM	0	4	19	17	4	0	0	0	0	0	0	0	0	0	0	0	0	44
8:00 PM	0	4	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	3	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	28	113	631	546	73	6	2	0	0	0	0	0	0	0	0	0	0	1,399
Percent	2.0%	8.1%	45.1%	39.0%	5.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.7	mph	Mean (Average) Speed	19.5	mph
85th Percentile	22.8	mph	10 mph Pace	14.4 - 24.4	mph
95th Percentile	25.3	mph	Percent in Pace	84.7	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



Thursday, September 22, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	3	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	4	3	21	23	1	0	0	0	0	0	0	0	0	0	0	0	0	52
8:00 AM	8	10	88	44	0	0	0	0	0	0	0	0	0	0	0	0	0	150
9:00 AM	2	7	42	23	0	0	0	0	0	0	0	0	0	0	0	0	0	74
10:00 AM	9	29	57	26	0	0	0	0	0	0	0	0	0	0	0	0	0	121
11:00 AM	5	15	81	24	1	0	0	0	0	0	0	0	0	0	0	0	0	126
12:00 PM	11	33	94	24	0	0	0	0	0	0	0	0	0	0	0	0	0	162
1:00 PM	3	30	74	24	3	0	0	0	0	0	0	0	0	0	0	0	0	134
2:00 PM	3	23	92	46	2	0	0	0	0	0	0	0	0	0	0	0	0	166
3:00 PM	24	23	82	41	1	0	0	0	0	0	0	0	0	0	0	0	0	171
4:00 PM	2	28	107	60	1	0	0	0	0	0	0	0	0	0	0	0	0	198
5:00 PM	4	32	121	63	5	0	0	0	0	0	0	0	0	0	0	0	0	225
6:00 PM	6	13	70	59	4	0	0	0	0	0	0	0	0	0	0	0	0	152
7:00 PM	1	2	30	37	2	0	0	0	0	0	0	0	0	0	0	0	0	72
8:00 PM	0	0	11	19	1	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 PM	0	1	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	33
10:00 PM	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	85	256	1,000	544	25	1	0	1	0	0	0	0	0	0	0	0	0	1,912
Percent	4.4%	13.4%	52.3%	28.5%	1.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.5	mph	Mean (Average) Speed	18.0	mph
85th Percentile	21.6	mph	10 mph Pace	13.3 - 23.3	mph
95th Percentile	23.3	mph	Percent in Pace	84.6	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



Thursday, September 22, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	4	7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	0	4	53	38	3	0	0	0	0	0	0	0	0	0	0	0	0	98
8:00 AM	5	11	71	84	7	0	0	0	0	0	0	0	0	0	0	0	0	178
9:00 AM	0	9	32	27	4	0	0	0	0	0	0	0	0	0	0	0	0	72
10:00 AM	5	13	41	24	0	0	0	0	0	0	0	0	0	0	0	0	0	83
11:00 AM	4	15	45	26	2	0	0	0	0	0	0	0	0	0	0	0	0	92
12:00 PM	4	8	54	30	5	0	0	0	0	0	0	0	0	0	0	0	0	101
1:00 PM	1	12	53	26	1	0	0	0	0	0	0	0	0	0	0	0	0	93
2:00 PM	6	27	44	42	3	1	0	0	0	0	0	0	0	0	0	0	0	123
3:00 PM	7	25	46	39	3	0	0	0	0	0	0	0	0	0	0	0	0	120
4:00 PM	2	8	53	44	1	0	0	0	0	0	0	0	0	0	0	0	0	108
5:00 PM	1	13	33	57	8	0	0	0	0	0	0	0	0	0	0	0	0	112
6:00 PM	0	8	27	33	7	0	0	0	0	0	0	0	0	0	0	0	0	75
7:00 PM	1	3	24	14	1	0	0	0	0	0	0	0	0	0	0	0	0	43
8:00 PM	0	1	8	10	1	0	0	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	0	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	37	170	599	511	48	1	0	0	0	0	0	0	0	0	0	0	0	1,366
Percent	2.7%	12.4%	43.9%	37.4%	3.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.2	mph	Mean (Average) Speed	18.8	mph
85th Percentile	22.6	mph	10 mph Pace	14.4 - 24.4	mph
95th Percentile	24.6	mph	Percent in Pace	81.84	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04

Friday, September 23, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18
7:00 AM	0	4	17	17	2	0	0	0	0	0	0	0	0	0	0	0	0	40
8:00 AM	7	13	93	42	2	0	0	0	0	0	0	0	0	0	0	0	0	157
9:00 AM	0	4	37	29	0	0	0	0	0	0	0	0	0	0	0	0	0	70
10:00 AM	0	8	57	32	4	0	0	0	0	0	0	0	0	0	0	0	0	101
11:00 AM	2	15	88	50	3	0	0	0	0	0	0	0	0	0	0	0	0	158
12:00 PM	1	22	94	63	2	0	0	0	0	0	0	0	0	0	0	0	0	182
1:00 PM	3	12	81	62	4	0	0	0	0	0	0	0	0	0	0	0	0	162
2:00 PM	2	17	60	36	2	0	0	0	0	0	0	0	0	0	0	0	0	117
3:00 PM	28	61	93	41	2	0	0	0	0	0	0	0	0	0	0	0	0	225
4:00 PM	3	18	105	71	2	0	0	0	0	0	0	0	0	0	0	0	0	199
5:00 PM	6	37	116	52	0	0	0	0	0	0	0	0	0	0	0	0	0	211
6:00 PM	2	18	89	37	1	0	0	0	0	0	0	0	0	0	0	0	0	147
7:00 PM	2	10	57	49	1	0	0	0	0	0	0	0	0	0	0	0	0	119
8:00 PM	3	4	22	19	0	0	0	0	0	0	0	0	0	0	0	0	0	48
9:00 PM	1	4	60	29	2	0	0	0	0	0	0	0	0	0	0	0	0	96
10:00 PM	0	1	24	21	2	0	0	0	0	0	0	0	0	0	0	0	0	48
11:00 PM	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	61	253	1,104	673	30	0	0	0	0	0	0	0	0	0	0	0	0	2,121
Percent	2.9%	11.9%	52.1%	31.7%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.8	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.7	mph	10 mph Pace	13.8 - 23.8	mph
95th Percentile	23.4	mph	Percent in Pace	86.3	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



Friday, September 23, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	2	5	14	3	0	0	0	0	0	0	0	0	0	0	0	0	24
7:00 AM	1	7	34	39	0	0	0	0	0	0	0	0	0	0	0	0	0	81
8:00 AM	0	7	50	71	13	0	0	0	0	0	0	0	0	0	0	0	0	141
9:00 AM	2	7	36	39	11	0	0	0	0	0	0	0	0	0	0	0	0	95
10:00 AM	0	5	33	52	6	2	0	0	0	0	0	0	0	0	0	0	0	98
11:00 AM	3	13	51	43	7	0	0	0	0	0	0	0	0	0	0	0	0	117
12:00 PM	7	10	46	40	3	1	0	0	0	0	0	0	0	0	0	0	0	107
1:00 PM	6	12	55	33	5	0	0	0	0	0	0	0	0	0	0	0	0	111
2:00 PM	8	22	41	22	1	0	0	0	0	0	0	0	0	0	0	0	0	94
3:00 PM	8	15	60	39	5	0	0	0	0	0	0	0	0	0	0	0	0	127
4:00 PM	2	5	40	57	6	0	0	0	0	0	0	0	0	0	0	0	0	110
5:00 PM	3	4	35	40	3	0	0	0	0	0	0	0	0	0	0	0	0	85
6:00 PM	4	12	59	63	6	0	0	0	0	0	0	0	0	0	0	0	0	144
7:00 PM	1	5	30	36	5	1	0	0	0	0	0	0	0	0	0	0	0	78
8:00 PM	1	3	18	23	3	0	0	0	0	0	0	0	0	0	0	0	0	48
9:00 PM	0	4	13	14	2	0	0	0	0	0	0	0	0	0	0	0	0	33
10:00 PM	0	0	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	46	134	618	637	80	4	1	0	0	0	0	0	0	0	0	0	0	1,520
Percent	3.0%	8.8%	40.7%	41.9%	5.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.8	mph	Mean (Average) Speed	19.4	mph
85th Percentile	23.2	mph	10 mph Pace	14.9 - 24.9	mph
95th Percentile	25.2	mph	Percent in Pace	82.57	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	1	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	2	3	20	17	2	0	0	0	0	0	0	0	0	0	0	0	0	44
8:00 AM	3	7	61	38	2	0	0	0	0	0	0	0	0	0	0	0	0	111
9:00 AM	1	6	34	27	1	0	0	0	0	0	0	0	0	0	0	0	0	69
10:00 AM	3	13	45	30	2	0	0	0	0	0	0	0	0	0	0	0	0	93
11:00 AM	3	15	66	42	2	0	0	0	0	0	0	0	0	0	0	0	0	128
12:00 PM	5	22	73	45	2	0	0	0	0	0	0	0	0	0	0	0	0	147
1:00 PM	3	16	64	41	3	0	0	0	0	0	0	0	0	0	0	0	0	127
2:00 PM	2	22	74	42	2	0	0	0	0	0	0	0	0	0	0	0	0	142
3:00 PM	17	26	72	40	2	0	0	0	0	0	0	0	0	0	0	0	0	157
4:00 PM	3	19	84	52	2	0	0	0	0	0	0	0	0	0	0	0	0	160
5:00 PM	6	24	92	53	3	0	0	0	0	0	0	0	0	0	0	0	0	178
6:00 PM	3	12	65	50	3	0	0	0	0	0	0	0	0	0	0	0	0	133
7:00 PM	1	5	48	34	1	0	0	0	0	0	0	0	0	0	0	0	0	89
8:00 PM	1	2	17	13	1	0	0	0	0	0	0	0	0	0	0	0	0	34
9:00 PM	0	1	15	10	1	0	0	0	0	0	0	0	0	0	0	0	0	27
10:00 PM	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	55	197	845	554	29	0	0	0	0	0	0	0	0	0	0	0	0	1,680
Percent	3.3%	11.7%	50.3%	33.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	18.8	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.8	mph	10 mph Pace	13.8 - 23.8	mph
95th Percentile	23.6	mph	Percent in Pace	85.3	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 04



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	1	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	0	5	33	31	3	0	0	0	0	0	0	0	0	0	0	0	0	72
8:00 AM	2	8	56	61	8	0	0	0	0	0	0	0	0	0	0	0	0	135
9:00 AM	1	5	24	31	5	1	0	0	0	0	0	0	0	0	0	0	0	67
10:00 AM	2	7	31	28	3	0	0	0	0	0	0	0	0	0	0	0	0	71
11:00 AM	3	10	41	39	4	0	0	0	0	0	0	0	0	0	0	0	0	97
12:00 PM	4	9	50	38	4	0	0	0	0	0	0	0	0	0	0	0	0	105
1:00 PM	3	10	46	38	4	0	0	0	0	0	0	0	0	0	0	0	0	101
2:00 PM	3	13	44	36	4	0	0	0	0	0	0	0	0	0	0	0	0	100
3:00 PM	5	9	47	38	4	0	0	0	0	0	0	0	0	0	0	0	0	103
4:00 PM	2	5	39	42	5	0	0	0	0	0	0	0	0	0	0	0	0	93
5:00 PM	2	9	34	41	4	0	0	0	0	0	0	0	0	0	0	0	0	90
6:00 PM	1	5	27	35	6	0	0	0	0	0	0	0	0	0	0	0	0	74
7:00 PM	0	3	20	19	3	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 PM	1	2	10	11	2	0	0	0	0	0	0	0	0	0	0	0	0	26
9:00 PM	1	2	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	30	104	522	509	61	1	0	0	0	0	0	0	0	0	0	0	0	1,227
Percent	2.4%	8.5%	42.5%	41.5%	5.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	19.7	mph	Mean (Average) Speed	19.4	mph
85th Percentile	22.9	mph	10 mph Pace	14.8 - 24.8	mph
95th Percentile	25.2	mph	Percent in Pace	83.7	%

Location: Pitkin Ave BTWN 8th St & 9th St
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 04

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	4	2	6	3	3	6	2	1	3	2	4	6	1	2	3	1	1	2	3	2	5	1	2	4
1:00 AM	6	1	7	1	3	4	1	0	1	5	1	6	4	0	4	3	0	3	3	3	6	4	0	4
2:00 AM	2	1	3	4	1	5	2	0	2	0	0	0	0	0	0	2	2	1	1	2	0	1	1	
3:00 AM	1	1	2	3	1	4	2	1	3	1	1	2	1	0	1	2	0	2	1	0	1	1	0	2
4:00 AM	2	3	5	0	0	0	3	1	4	2	5	7	2	2	4	1	3	4	3	0	3	2	3	5
5:00 AM	6	3	9	2	3	5	5	9	14	5	3	8	10	4	14	4	2	6	3	4	7	6	3	9
6:00 AM	4	5	9	3	6	9	16	19	35	17	22	39	19	26	45	19	22	41	18	24	42	18	23	42
7:00 AM	20	28	48	10	9	19	66	102	168	61	93	154	55	100	155	52	98	150	40	81	121	56	97	153
8:00 AM	40	25	65	19	16	35	151	193	344	126	204	330	141	198	339	150	178	328	157	141	298	139	193	332
9:00 AM	62	41	103	46	33	79	80	81	161	85	72	157	71	68	139	74	72	146	70	95	165	77	71	147
10:00 AM	89	42	131	43	47	90	97	72	169	84	77	161	115	83	198	121	83	204	101	98	199	107	81	188
11:00 AM	113	67	180	72	51	123	147	132	279	132	102	234	145	123	268	126	92	218	158	117	275	134	106	240
12:00 PM	122	85	207	74	57	131	184	150	334	155	124	279	150	107	257	162	101	263	182	107	289	156	111	266
1:00 PM	105	72	177	82	56	138	125	191	316	152	78	230	125	109	234	134	93	227	162	111	273	137	93	230
2:00 PM	93	69	162	81	45	126	184	152	336	154	97	251	198	124	322	166	123	289	117	94	211	173	115	287
3:00 PM	74	48	122	70	58	128	191	130	321	223	121	344	145	115	260	171	120	291	225	127	352	180	119	298
4:00 PM	95	47	142	66	46	112	216	140	356	195	100	295	156	101	257	198	108	306	199	110	309	183	103	286
5:00 PM	82	55	137	55	35	90	222	128	350	224	125	349	225	96	321	225	112	337	211	85	296	225	111	336
6:00 PM	66	49	115	56	40	96	156	70	226	178	81	259	170	61	231	152	75	227	147	144	291	167	72	239
7:00 PM	50	45	95	48	28	76	84	36	120	136	36	172	121	44	165	72	43	115	119	78	197	110	41	151
8:00 PM	23	18	41	23	19	42	33	17	50	56	32	88	20	20	40	31	20	51	48	48	96	36	24	60
9:00 PM	18	16	34	8	9	17	9	12	21	19	11	30	13	9	22	33	14	47	96	33	129	22	11	33
10:00 PM	4	6	10	2	5	7	8	11	19	11	2	13	3	6	9	12	3	15	48	12	60	9	4	12
11:00 PM	7	1	8	2	0	2	3	1	4	0	2	2	3	1	4	3	1	4	9	5	14	2	1	3
Total	1,088	730	1,818	773	571	1,344	1,987	1,649	3,636	2,023	1,393	3,416	1,893	1,399	3,292	1,912	1,366	3,278	2,121	1,520	3,641	1,943	1,386	3,329
Percent	60%	40%	-	58%	42%	-	55%	45%	-	59%	41%	-	58%	42%	-	58%	42%	-	58%	42%	-	58%	42%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Midland Ave BTWN 8th St & E Wulfsohn

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 05

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	141	33,185	8,640	254	3,116	63	0	20	24	9	0	1	5	45,458
Percent	0.3%	73.0%	19.0%	0.6%	6.9%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	171	28,702	10,645	264	8,714	73	0	28	23	10	0	1	7	48,638
Percent	0.4%	59.0%	21.9%	0.5%	17.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	312	61,887	19,285	518	11,830	136	0	48	47	19	0	2	12	94,096
Percent	0.3%	65.8%	20.5%	0.6%	12.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Saturday, September 17, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	21	2	3	4	0	0	0	0	0	0	0	0	30
1:00 AM	0	14	1	1	3	0	0	0	0	0	0	0	0	19
2:00 AM	0	16	3	2	2	0	0	0	0	0	0	0	0	23
3:00 AM	0	8	2	0	3	0	0	0	0	0	0	0	0	13
4:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
5:00 AM	1	18	4	1	2	1	0	0	0	0	0	0	0	27
6:00 AM	0	34	20	1	5	0	0	0	0	0	0	0	0	60
7:00 AM	0	77	23	2	14	0	0	0	0	0	0	0	0	116
8:00 AM	0	126	46	1	14	0	0	0	0	0	0	0	0	187
9:00 AM	2	213	54	3	17	0	0	0	0	0	0	0	0	289
10:00 AM	0	307	86	2	28	0	0	0	0	0	0	0	0	423
11:00 AM	1	372	92	3	26	0	0	0	0	0	0	0	0	494
12:00 PM	1	399	105	1	24	1	0	0	0	0	0	0	0	531
1:00 PM	1	363	91	2	28	0	0	0	0	0	0	0	0	485
2:00 PM	3	392	82	2	28	0	0	0	0	0	0	0	0	507
3:00 PM	3	299	72	1	18	0	0	0	0	0	0	0	0	393
4:00 PM	3	335	81	3	24	0	0	0	0	0	0	0	0	446
5:00 PM	6	287	79	2	25	0	0	1	0	0	0	0	0	400
6:00 PM	0	258	54	2	21	0	0	0	1	0	0	0	0	336
7:00 PM	1	222	43	2	22	0	0	0	0	0	0	0	0	290
8:00 PM	0	143	35	4	7	0	0	0	0	0	0	0	0	189
9:00 PM	0	99	13	4	5	0	0	0	0	0	0	0	0	121
10:00 PM	0	60	7	1	9	0	0	0	0	0	0	0	0	77
11:00 PM	0	38	11	2	3	0	0	0	0	0	0	0	0	54
Total	22	4,105	1,009	45	333	2	0	1	1	0	0	0	0	5,518
Percent	0.4%	74.4%	18.3%	0.8%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Saturday, September 17, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	16	3	0	4	0	0	0	0	0	0	0	0	23
1:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	13
2:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	5	3	3	3	0	0	0	0	0	0	0	0	14
5:00 AM	0	14	8	4	10	0	0	0	0	0	0	0	0	36
6:00 AM	0	39	18	4	32	0	0	0	0	0	0	0	0	93
7:00 AM	0	100	38	3	49	0	0	0	0	0	0	0	0	190
8:00 AM	0	137	56	2	54	0	0	0	0	0	0	0	0	249
9:00 AM	1	161	95	0	66	0	0	0	0	0	0	0	0	323
10:00 AM	6	244	86	1	60	0	0	0	0	0	0	0	0	397
11:00 AM	1	267	91	1	79	1	0	0	0	0	0	0	0	440
12:00 PM	2	290	108	0	93	2	0	0	0	0	0	0	0	495
1:00 PM	1	318	107	4	89	0	0	0	0	0	0	0	0	519
2:00 PM	1	336	100	2	72	0	0	0	0	0	0	0	0	511
3:00 PM	0	308	109	3	64	0	0	0	0	0	0	0	0	484
4:00 PM	2	298	116	1	68	0	0	1	0	0	0	0	0	486
5:00 PM	3	290	79	4	59	0	0	0	1	0	0	0	0	436
6:00 PM	1	250	80	3	48	0	0	0	0	0	0	0	0	382
7:00 PM	2	174	42	2	54	0	0	0	0	0	0	0	0	274
8:00 PM	0	114	31	2	22	0	0	0	0	0	0	0	0	169
9:00 PM	0	97	38	2	28	0	0	0	0	0	0	0	0	165
10:00 PM	0	51	13	1	8	0	0	0	0	0	0	0	0	73
11:00 PM	0	20	11	2	7	0	0	0	0	0	0	0	0	40
Total	20	3,549	1,240	44	972	3	0	1	1	0	0	0	0	5,830
Percent	0.3%	60.9%	21.3%	0.8%	16.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Sunday, September 18, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	26	4	2	1	0	0	0	0	0	0	0	0	33
1:00 AM	0	17	4	1	1	0	0	0	0	0	0	0	0	23
2:00 AM	0	19	5	1	2	0	0	0	0	0	0	0	0	27
3:00 AM	0	9	1	2	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	9	3	1	0	0	0	0	0	0	0	0	0	13
6:00 AM	1	27	9	0	3	0	0	0	0	0	0	0	0	40
7:00 AM	2	47	11	1	8	0	0	0	0	0	0	0	0	69
8:00 AM	0	70	28	1	8	0	0	0	0	0	0	0	0	107
9:00 AM	0	160	56	2	13	0	0	0	0	0	0	0	0	231
10:00 AM	0	219	54	2	18	0	0	0	0	0	0	0	0	293
11:00 AM	1	301	74	5	19	0	0	0	0	0	0	0	0	400
12:00 PM	3	307	91	0	23	0	0	0	0	0	0	0	0	424
1:00 PM	5	342	54	1	29	0	0	0	0	0	0	0	0	431
2:00 PM	3	341	67	1	26	0	0	0	0	0	0	0	0	438
3:00 PM	1	271	64	2	15	0	0	0	1	0	0	0	0	354
4:00 PM	1	264	59	4	13	0	0	0	0	0	0	0	0	341
5:00 PM	1	241	58	3	16	0	0	0	0	0	0	0	0	319
6:00 PM	0	211	36	1	17	0	0	0	0	0	0	0	0	265
7:00 PM	1	169	33	5	13	0	0	1	0	0	0	0	0	222
8:00 PM	0	115	19	3	10	0	0	0	0	0	0	0	0	147
9:00 PM	0	58	9	4	6	0	0	0	0	0	0	0	0	77
10:00 PM	0	45	7	0	3	0	0	0	0	0	0	0	0	55
11:00 PM	0	12	5	1	3	0	0	0	0	0	0	0	0	21
Total	19	3,292	752	43	248	0	0	1	1	0	0	0	0	4,356
Percent	0.4%	75.6%	17.3%	1.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Sunday, September 18, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	7	1	2	0	0	0	0	0	0	0	0	20
1:00 AM	0	11	5	0	2	0	0	0	0	0	0	0	0	18
2:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	13
3:00 AM	0	6	6	0	2	0	0	0	0	0	0	0	0	14
4:00 AM	0	4	4	3	3	0	0	0	0	0	0	0	0	14
5:00 AM	0	14	5	4	8	0	0	0	0	0	0	0	0	31
6:00 AM	1	26	17	2	12	0	0	0	0	0	0	0	0	58
7:00 AM	0	45	22	2	21	0	0	0	0	0	0	0	0	90
8:00 AM	0	91	44	1	28	0	0	0	0	0	0	0	0	164
9:00 AM	0	142	68	0	52	0	0	0	1	0	0	0	0	263
10:00 AM	0	191	73	1	49	0	0	0	0	0	0	0	0	314
11:00 AM	4	226	97	0	55	0	0	0	0	0	0	0	0	382
12:00 PM	2	260	84	2	59	0	0	0	0	0	0	0	0	407
1:00 PM	6	254	116	5	61	0	0	0	0	0	0	0	0	442
2:00 PM	3	259	86	3	68	0	0	0	0	0	0	0	0	419
3:00 PM	6	267	109	0	75	0	0	0	0	0	0	0	0	457
4:00 PM	1	230	107	2	52	0	0	0	0	0	0	0	0	392
5:00 PM	0	246	90	2	57	0	0	0	0	0	0	0	0	395
6:00 PM	5	207	59	1	54	0	0	0	1	0	0	0	0	327
7:00 PM	1	164	59	0	39	0	0	0	0	0	0	0	0	263
8:00 PM	1	108	37	3	21	0	0	0	0	0	0	0	0	170
9:00 PM	1	70	30	1	20	0	0	0	0	0	0	0	0	122
10:00 PM	0	35	12	1	6	0	0	0	0	0	0	0	0	54
11:00 PM	1	7	8	0	4	0	0	0	0	0	0	0	0	20
Total	32	2,882	1,147	34	752	0	0	0	2	0	0	0	0	4,849
Percent	0.7%	59.4%	23.7%	0.7%	15.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Monday, September 19, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	1	3	0	0	0	0	0	0	0	0	13
1:00 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	1	21	9	1	2	1	0	0	0	0	0	0	0	35
6:00 AM	1	61	26	0	9	0	0	0	0	0	0	0	0	97
7:00 AM	1	192	37	1	26	1	0	0	0	0	0	0	0	258
8:00 AM	4	256	56	0	27	0	0	0	1	0	0	0	0	344
9:00 AM	1	219	64	1	18	1	0	0	0	0	0	0	0	304
10:00 AM	3	280	66	0	30	2	0	0	1	0	0	0	0	382
11:00 AM	1	375	83	2	42	0	0	0	0	0	0	0	1	504
12:00 PM	1	386	103	1	31	1	0	1	0	0	0	0	0	524
1:00 PM	2	340	66	1	36	2	0	1	1	1	0	0	0	450
2:00 PM	1	428	111	2	48	2	0	1	1	0	0	0	0	594
3:00 PM	3	513	141	1	44	1	0	0	0	0	0	0	2	705
4:00 PM	3	622	172	3	74	0	0	0	2	0	0	0	0	876
5:00 PM	3	700	195	2	62	1	0	2	0	0	0	0	0	965
6:00 PM	2	439	108	2	52	0	0	0	0	0	0	0	0	603
7:00 PM	0	230	58	0	22	0	0	0	0	0	0	0	0	310
8:00 PM	4	118	32	3	10	0	0	0	0	0	0	0	0	167
9:00 PM	0	64	16	3	7	0	0	0	0	0	0	0	0	90
10:00 PM	0	26	5	0	4	0	0	0	0	0	0	0	0	35
11:00 PM	0	18	1	1	1	0	0	0	0	0	0	0	0	21
Total	31	5,316	1,359	27	549	12	0	5	6	1	0	0	3	7,309
Percent	0.4%	72.7%	18.6%	0.4%	7.5%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Monday, September 19, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	13	3	0	2	0	0	0	0	0	0	0	0	19
1:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
2:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	3
4:00 AM	0	4	3	3	2	0	0	0	0	0	0	0	0	12
5:00 AM	0	38	19	4	28	0	0	1	0	0	0	0	0	90
6:00 AM	1	124	63	4	92	2	0	0	0	0	0	0	0	286
7:00 AM	2	338	152	2	179	0	0	0	2	0	0	0	0	675
8:00 AM	1	395	186	3	151	1	0	0	0	0	0	0	0	737
9:00 AM	2	190	99	0	83	1	0	0	2	1	0	0	0	378
10:00 AM	1	229	98	3	95	0	0	1	0	2	0	0	0	429
11:00 AM	4	369	149	3	134	1	0	1	1	0	0	0	2	664
12:00 PM	5	488	125	2	132	2	0	0	2	0	0	0	0	756
1:00 PM	1	506	200	3	170	1	0	2	0	0	0	0	1	884
2:00 PM	5	439	166	2	103	3	0	0	1	0	0	0	0	719
3:00 PM	2	537	152	0	115	3	0	0	1	1	0	0	0	811
4:00 PM	3	392	129	1	93	1	0	1	3	0	0	0	0	623
5:00 PM	0	317	123	3	88	0	0	0	1	0	0	0	0	532
6:00 PM	5	258	78	0	75	0	0	0	0	0	0	0	0	416
7:00 PM	1	183	68	0	51	0	0	0	0	0	0	0	0	303
8:00 PM	0	118	46	3	27	0	0	0	0	0	0	0	0	194
9:00 PM	0	48	28	1	21	0	0	0	0	0	0	0	0	98
10:00 PM	0	26	19	1	8	0	0	0	0	0	0	0	0	54
11:00 PM	0	15	2	0	5	0	0	0	0	0	0	0	0	22
Total	34	5,036	1,915	38	1,660	15	0	6	13	4	0	0	3	8,724
Percent	0.4%	57.7%	22.0%	0.4%	19.0%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Tuesday, September 20, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	1	1	3	0	0	0	0	0	0	0	0	16
1:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	2	1	2	0	0	0	0	0	0	0	0	7
4:00 AM	0	8	5	0	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	28	7	1	1	0	0	0	0	0	0	0	0	37
6:00 AM	0	67	40	1	5	1	0	0	0	0	0	0	0	114
7:00 AM	0	167	48	1	26	0	0	0	0	0	0	0	0	242
8:00 AM	1	240	49	0	17	2	0	0	0	0	0	0	0	309
9:00 AM	1	231	66	2	31	0	0	1	0	0	0	0	0	332
10:00 AM	1	265	73	0	24	0	0	1	1	0	0	0	0	365
11:00 AM	0	320	82	2	28	1	0	1	0	0	0	0	0	434
12:00 PM	3	357	78	2	33	2	0	0	0	1	0	0	0	476
1:00 PM	2	322	113	1	28	0	0	0	0	0	0	0	0	466
2:00 PM	0	325	85	2	33	1	0	0	1	0	0	0	0	447
3:00 PM	2	497	124	3	36	2	0	0	1	0	0	0	0	665
4:00 PM	2	532	146	3	54	1	0	0	0	0	0	0	0	738
5:00 PM	5	646	187	1	55	0	0	0	0	0	0	0	0	894
6:00 PM	1	478	170	2	60	1	0	1	1	0	0	0	0	714
7:00 PM	0	224	67	2	26	2	0	0	0	0	0	0	0	321
8:00 PM	0	93	28	2	7	0	0	0	0	0	0	0	0	130
9:00 PM	0	68	16	3	3	0	0	0	0	0	0	0	0	90
10:00 PM	0	30	6	1	6	0	0	0	0	0	0	0	0	43
11:00 PM	0	9	3	2	0	0	0	0	0	0	0	0	0	14
Total	18	4,923	1,396	35	481	13	0	4	4	1	0	0	0	6,875
Percent	0.3%	71.6%	20.3%	0.5%	7.0%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Tuesday, September 20, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	1	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
2:00 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	9	7	3	6	0	0	0	0	0	0	0	0	25
5:00 AM	0	42	12	4	27	0	0	0	0	0	0	0	0	85
6:00 AM	0	123	75	5	126	1	0	0	0	0	0	0	0	330
7:00 AM	3	398	151	2	149	0	0	0	0	0	0	0	0	703
8:00 AM	6	470	165	3	134	7	0	0	0	0	0	0	0	785
9:00 AM	1	239	102	3	82	1	0	0	0	0	0	0	0	428
10:00 AM	0	219	110	3	96	0	0	0	0	0	0	0	0	428
11:00 AM	2	250	89	2	82	0	0	1	0	0	0	0	1	427
12:00 PM	2	294	126	1	76	1	0	1	0	0	0	0	0	501
1:00 PM	1	253	110	7	96	2	0	0	0	0	0	0	0	469
2:00 PM	1	273	106	2	84	2	0	0	0	0	0	0	0	468
3:00 PM	2	317	129	1	92	2	0	1	1	0	0	0	0	545
4:00 PM	3	313	116	1	73	0	0	0	0	0	0	0	0	506
5:00 PM	1	356	104	0	65	0	0	0	0	0	0	0	0	526
6:00 PM	1	256	82	1	52	0	0	0	0	0	0	0	0	392
7:00 PM	0	198	52	1	47	0	0	0	0	0	0	0	0	298
8:00 PM	1	94	45	2	25	0	0	0	0	0	0	0	0	167
9:00 PM	0	51	30	2	17	0	0	0	0	0	0	0	0	100
10:00 PM	0	30	10	0	13	0	0	0	0	0	0	0	0	53
11:00 PM	0	12	4	2	3	0	0	0	0	0	0	0	0	21
Total	26	4,210	1,630	46	1,347	16	0	3	1	0	0	0	1	7,280
Percent	0.4%	57.8%	22.4%	0.6%	18.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Wednesday, September 21, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	2	2	2	0	0	0	0	0	0	0	0	17
1:00 AM	0	4	0	0	3	0	0	0	0	0	0	0	0	7
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	4	3	3	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	11	3	0	2	0	0	0	0	0	0	0	0	16
5:00 AM	0	27	12	1	2	1	0	0	0	0	0	0	0	43
6:00 AM	0	75	35	1	5	0	0	0	1	0	0	0	0	117
7:00 AM	1	162	63	1	26	2	0	0	0	0	0	0	0	255
8:00 AM	1	262	76	2	25	0	0	0	0	1	0	0	0	367
9:00 AM	1	221	62	1	23	0	0	0	1	0	0	0	0	309
10:00 AM	1	285	84	1	28	1	0	0	0	1	0	0	0	401
11:00 AM	1	315	85	3	33	0	0	0	0	0	0	0	0	437
12:00 PM	2	335	93	1	34	0	0	1	1	0	0	0	0	467
1:00 PM	1	381	95	3	27	0	0	0	0	0	0	0	0	507
2:00 PM	2	458	108	1	33	2	0	0	0	1	0	0	0	605
3:00 PM	0	429	125	1	45	2	0	0	0	0	0	0	0	602
4:00 PM	3	528	158	2	60	4	0	0	1	0	0	0	0	756
5:00 PM	2	694	168	4	62	0	0	1	1	1	0	0	0	933
6:00 PM	5	451	121	2	44	1	0	0	0	0	0	0	0	624
7:00 PM	1	251	57	0	21	0	0	1	0	0	0	0	0	331
8:00 PM	1	122	24	2	12	0	0	0	0	0	0	0	0	161
9:00 PM	2	48	13	1	9	0	0	0	0	0	0	0	0	73
10:00 PM	0	24	12	1	3	0	0	0	0	0	0	0	0	40
11:00 PM	0	20	3	0	3	0	0	0	0	0	0	0	0	26
Total	24	5,119	1,402	34	503	13	0	3	5	4	0	0	0	7,107
Percent	0.3%	72.0%	19.7%	0.5%	7.1%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Wednesday, September 21, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	1	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	5	1	0	3	0	0	0	0	0	0	0	0	9
2:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
3:00 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	1	6	3	1	7	0	0	0	0	0	0	0	0	18
5:00 AM	0	46	19	3	25	1	0	0	0	0	0	0	0	94
6:00 AM	1	125	71	4	120	0	0	0	0	0	0	0	0	321
7:00 AM	1	382	144	3	167	0	0	0	0	1	0	0	0	698
8:00 AM	2	370	163	3	155	1	0	0	0	0	0	0	0	694
9:00 AM	2	229	94	0	102	1	0	0	0	0	0	0	0	428
10:00 AM	1	242	98	1	73	1	0	0	0	0	0	0	0	416
11:00 AM	1	281	97	1	91	0	0	0	0	0	0	0	1	472
12:00 PM	1	297	91	0	92	1	0	1	0	0	0	0	0	483
1:00 PM	1	328	122	6	74	0	0	1	1	1	0	0	0	534
2:00 PM	2	324	106	2	90	0	0	2	0	0	0	0	0	526
3:00 PM	1	357	111	1	80	1	0	0	0	0	0	0	0	551
4:00 PM	1	311	117	1	78	2	0	1	0	0	0	0	0	511
5:00 PM	1	310	92	1	65	0	0	0	1	1	0	0	0	471
6:00 PM	0	271	65	0	51	0	0	2	0	0	0	0	0	389
7:00 PM	0	186	60	1	42	0	0	1	0	0	0	0	0	290
8:00 PM	2	101	39	4	29	0	0	0	0	0	0	0	0	175
9:00 PM	0	60	22	1	20	0	0	0	0	0	0	0	0	103
10:00 PM	0	37	9	0	8	0	0	0	0	0	0	0	0	54
11:00 PM	0	13	6	1	4	0	0	0	0	0	0	0	0	24
Total	19	4,297	1,531	35	1,379	8	0	8	2	3	0	0	1	7,283
Percent	0.3%	59.0%	21.0%	0.5%	18.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Thursday, September 22, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	3	0	5	0	0	0	0	0	0	0	0	25
1:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	11
4:00 AM	0	9	6	0	2	0	0	0	0	0	0	0	0	17
5:00 AM	1	26	12	0	2	0	0	0	0	0	0	0	0	41
6:00 AM	0	54	22	3	9	0	0	0	1	0	0	0	0	89
7:00 AM	1	155	48	1	24	1	0	0	1	0	0	0	1	232
8:00 AM	0	248	70	1	23	0	0	0	0	0	0	0	0	342
9:00 AM	0	242	75	2	17	4	0	0	0	0	0	0	0	340
10:00 AM	1	259	73	0	36	1	0	1	0	0	0	0	0	371
11:00 AM	2	277	82	3	28	0	0	0	1	0	0	0	0	393
12:00 PM	3	387	84	0	39	1	0	0	0	0	0	0	0	514
1:00 PM	0	343	92	3	30	0	0	0	0	0	0	0	0	468
2:00 PM	1	365	98	3	38	0	0	0	0	0	0	0	0	505
3:00 PM	0	515	138	3	38	2	0	0	1	1	0	0	0	698
4:00 PM	3	569	158	2	54	1	0	0	0	1	0	0	0	788
5:00 PM	1	678	173	2	72	0	0	1	0	0	0	0	0	927
6:00 PM	0	430	119	2	44	2	0	0	1	0	0	0	0	598
7:00 PM	1	219	49	2	21	0	0	0	0	0	0	0	0	292
8:00 PM	0	137	37	3	12	0	0	0	0	0	0	0	0	189
9:00 PM	0	105	19	2	9	0	0	0	0	0	0	0	0	135
10:00 PM	0	38	9	1	4	0	0	0	0	0	0	0	0	52
11:00 PM	0	26	3	1	2	0	0	0	0	0	0	0	0	32
Total	14	5,111	1,371	35	514	12	0	2	5	2	0	0	1	7,067
Percent	0.2%	72.3%	19.4%	0.5%	7.3%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Thursday, September 22, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	4	0	4	0	0	0	0	0	0	0	0	12
1:00 AM	0	8	1	0	3	0	0	0	0	0	0	0	0	12
2:00 AM	0	2	5	0	1	0	0	0	0	0	0	0	0	8
3:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	7	5	2	6	0	0	0	0	0	0	0	0	20
5:00 AM	0	42	20	4	26	0	0	0	0	0	0	0	0	92
6:00 AM	2	133	67	4	96	3	0	0	0	0	0	0	0	305
7:00 AM	0	355	123	2	167	0	0	1	1	0	0	0	0	649
8:00 AM	0	371	164	3	136	2	0	2	0	0	0	0	0	678
9:00 AM	0	204	118	0	101	1	0	0	0	0	0	0	0	424
10:00 AM	4	227	93	3	86	2	0	0	0	0	0	0	0	415
11:00 AM	1	262	105	0	90	1	0	1	0	0	0	0	0	460
12:00 PM	2	292	109	3	81	1	0	1	1	0	0	0	0	490
1:00 PM	1	271	108	2	81	1	0	0	0	0	0	0	0	464
2:00 PM	1	296	120	2	65	1	0	0	0	0	0	0	0	485
3:00 PM	0	371	117	1	87	0	0	0	0	0	0	1	0	577
4:00 PM	0	359	119	2	70	1	0	1	0	0	0	0	0	552
5:00 PM	1	327	104	1	68	0	0	1	1	0	0	0	0	503
6:00 PM	1	270	71	0	55	0	0	0	0	0	0	0	0	397
7:00 PM	0	232	70	2	47	0	0	0	0	0	0	0	0	351
8:00 PM	0	135	33	2	37	0	0	0	0	0	0	0	0	207
9:00 PM	1	73	28	1	20	0	0	0	0	0	0	0	0	123
10:00 PM	0	24	17	0	14	0	0	0	0	0	0	0	0	55
11:00 PM	0	15	4	2	0	0	0	0	0	0	0	0	0	21
Total	14	4,285	1,606	36	1,342	13	0	7	3	0	0	1	0	7,307
Percent	0.2%	58.6%	22.0%	0.5%	18.4%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Friday, September 23, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	3	1	3	0	0	0	0	0	0	0	0	20
1:00 AM	0	4	1	1	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	2	1	1	1	0	0	0	0	0	0	0	0	5
3:00 AM	0	5	0	1	2	0	0	0	0	0	0	0	0	8
4:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
5:00 AM	0	18	12	0	5	0	0	0	0	0	0	0	0	35
6:00 AM	0	57	22	1	10	0	0	0	0	0	0	0	1	91
7:00 AM	1	173	47	1	17	2	0	0	0	0	0	0	0	241
8:00 AM	1	229	65	0	21	3	0	0	0	0	0	1	0	320
9:00 AM	0	235	57	1	22	0	0	0	1	0	0	0	0	316
10:00 AM	0	243	73	2	28	1	0	0	0	1	0	0	0	348
11:00 AM	0	369	91	3	24	1	0	1	0	0	0	0	0	489
12:00 PM	0	375	105	1	37	1	0	0	0	0	0	0	0	519
1:00 PM	1	357	101	1	33	1	0	1	0	0	0	0	0	495
2:00 PM	3	340	83	3	41	0	0	0	0	0	0	0	0	470
3:00 PM	2	587	111	2	41	1	0	0	0	0	0	0	0	744
4:00 PM	1	611	165	2	57	0	0	0	0	0	0	0	0	836
5:00 PM	0	597	151	2	48	1	0	1	0	0	0	0	0	800
6:00 PM	2	431	104	1	31	0	0	0	1	0	0	0	0	570
7:00 PM	1	258	60	3	29	0	0	1	0	0	0	0	0	352
8:00 PM	1	141	45	4	13	0	0	0	0	0	0	0	0	204
9:00 PM	0	129	24	3	14	0	0	0	0	0	0	0	0	170
10:00 PM	0	106	16	0	8	0	0	0	0	0	0	0	0	130
11:00 PM	0	33	11	1	1	0	0	0	0	0	0	0	0	46
Total	13	5,319	1,351	35	488	11	0	4	2	1	0	1	1	7,226
Percent	0.2%	73.6%	18.7%	0.5%	6.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Friday, September 23, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	1	0	2	0	0	0	0	0	0	0	0	15
1:00 AM	1	3	5	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	4	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	7	2	3	2	0	0	0	0	0	0	0	0	14
5:00 AM	0	27	17	3	26	1	0	0	0	0	0	0	0	74
6:00 AM	0	134	55	2	89	1	0	0	0	0	0	0	0	281
7:00 AM	1	320	121	2	132	1	0	0	1	0	0	0	0	578
8:00 AM	1	294	116	1	106	1	0	0	0	0	0	0	0	519
9:00 AM	0	246	99	1	91	4	0	1	0	0	0	0	0	442
10:00 AM	1	328	135	1	113	2	0	0	0	1	0	0	1	582
11:00 AM	3	282	107	1	67	1	0	0	0	1	0	0	0	462
12:00 PM	1	298	94	1	74	2	0	0	0	0	0	0	0	470
1:00 PM	3	283	107	5	76	2	0	2	0	1	0	0	0	479
2:00 PM	3	321	128	2	94	1	0	0	0	0	0	0	0	549
3:00 PM	1	404	113	2	64	1	0	0	0	0	0	0	0	585
4:00 PM	2	360	110	1	71	1	0	0	0	0	0	0	0	545
5:00 PM	3	327	97	1	56	0	0	0	0	0	0	0	1	485
6:00 PM	4	307	99	0	79	0	0	0	0	0	0	0	0	489
7:00 PM	1	205	72	0	37	0	0	0	0	0	0	0	0	315
8:00 PM	1	134	39	4	30	0	0	0	0	0	0	0	0	208
9:00 PM	0	79	32	1	25	0	0	0	0	0	0	0	0	137
10:00 PM	0	53	16	0	17	0	0	0	0	0	0	0	0	86
11:00 PM	0	17	6	0	8	0	0	0	0	0	0	0	0	31
Total	26	4,443	1,576	31	1,262	18	0	3	1	3	0	0	2	7,365
Percent	0.4%	60.3%	21.4%	0.4%	17.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	2	1	3	0	0	0	0	0	0	0	0	21
1:00 AM	0	7	1	1	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	6	1	1	1	0	0	0	0	0	0	0	0	9
3:00 AM	0	6	2	1	1	0	0	0	0	0	0	0	0	10
4:00 AM	0	8	4	0	1	0	0	0	0	0	0	0	0	13
5:00 AM	0	21	8	1	2	0	0	0	0	0	0	0	0	32
6:00 AM	0	54	25	1	7	0	0	0	0	0	0	0	0	87
7:00 AM	1	139	40	1	20	1	0	0	0	0	0	0	0	202
8:00 AM	1	204	56	1	19	1	0	0	0	0	0	0	0	282
9:00 AM	1	217	62	2	20	1	0	0	0	0	0	0	0	303
10:00 AM	1	265	73	1	27	1	0	0	0	0	0	0	0	368
11:00 AM	1	333	84	3	29	0	0	0	0	0	0	0	0	450
12:00 PM	2	364	94	1	32	1	0	0	0	0	0	0	0	494
1:00 PM	2	350	87	2	30	0	0	0	0	0	0	0	0	471
2:00 PM	2	378	91	2	35	1	0	0	0	0	0	0	0	509
3:00 PM	2	444	111	2	34	1	0	0	0	0	0	0	0	594
4:00 PM	2	494	134	3	48	1	0	0	0	0	0	0	0	682
5:00 PM	3	549	144	2	49	0	0	1	0	0	0	0	0	748
6:00 PM	1	385	102	2	38	1	0	0	1	0	0	0	0	530
7:00 PM	1	225	52	2	22	0	0	0	0	0	0	0	0	302
8:00 PM	1	124	31	3	10	0	0	0	0	0	0	0	0	169
9:00 PM	0	82	16	3	8	0	0	0	0	0	0	0	0	109
10:00 PM	0	47	9	1	5	0	0	0	0	0	0	0	0	62
11:00 PM	0	22	5	1	2	0	0	0	0	0	0	0	0	30
Total	21	4,739	1,234	38	445	9	0	1	1	0	0	0	0	6,488
Percent	0.3%	73.0%	19.0%	0.6%	6.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	15
1:00 AM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
3:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	6	4	3	4	0	0	0	0	0	0	0	0	17
5:00 AM	0	32	14	4	21	0	0	0	0	0	0	0	0	71
6:00 AM	1	101	52	4	81	1	0	0	0	0	0	0	0	240
7:00 AM	1	277	107	2	123	0	0	0	1	0	0	0	0	511
8:00 AM	1	304	128	2	109	2	0	0	0	0	0	0	0	546
9:00 AM	1	202	96	1	82	1	0	0	0	0	0	0	0	383
10:00 AM	2	240	99	2	82	1	0	0	0	0	0	0	0	426
11:00 AM	2	277	105	1	85	1	0	0	0	0	0	0	1	472
12:00 PM	2	317	105	1	87	1	0	0	0	0	0	0	0	513
1:00 PM	2	316	124	5	92	1	0	1	0	0	0	0	0	541
2:00 PM	2	321	116	2	82	1	0	0	0	0	0	0	0	524
3:00 PM	2	366	120	1	82	1	0	0	0	0	0	0	0	572
4:00 PM	2	323	116	1	72	1	0	1	0	0	0	0	0	516
5:00 PM	1	310	98	2	65	0	0	0	1	0	0	0	0	477
6:00 PM	2	260	76	1	59	0	0	0	0	0	0	0	0	398
7:00 PM	1	192	60	1	45	0	0	0	0	0	0	0	0	299
8:00 PM	1	115	39	3	27	0	0	0	0	0	0	0	0	185
9:00 PM	0	68	30	1	22	0	0	0	0	0	0	0	0	121
10:00 PM	0	37	14	0	11	0	0	0	0	0	0	0	0	62
11:00 PM	0	14	6	1	4	0	0	0	0	0	0	0	0	25
Total	23	4,102	1,519	38	1,241	11	0	2	2	0	0	0	1	6,939
Percent	0.3%	59.1%	21.9%	0.5%	17.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	2	1	3	0	0	0	0	0	0	0	0	19
1:00 AM	0	3	0	1	2	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	5	2	1	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	9	5	0	2	0	0	0	0	0	0	0	0	16
5:00 AM	0	27	10	1	2	0	0	0	0	0	0	0	0	40
6:00 AM	0	65	32	2	6	0	0	0	1	0	0	0	0	107
7:00 AM	1	161	53	1	25	1	0	0	0	0	0	0	0	243
8:00 AM	1	250	65	1	22	1	0	0	0	0	0	0	0	339
9:00 AM	1	231	68	2	24	1	0	0	0	0	0	0	0	327
10:00 AM	1	270	77	0	29	1	0	1	0	0	0	0	0	379
11:00 AM	1	304	83	3	30	0	0	0	0	0	0	0	0	421
12:00 PM	3	360	85	1	35	1	0	0	0	0	0	0	0	486
1:00 PM	1	349	100	2	28	0	0	0	0	0	0	0	0	480
2:00 PM	1	383	97	2	35	1	0	0	0	0	0	0	0	519
3:00 PM	1	480	129	2	40	2	0	0	1	0	0	0	0	655
4:00 PM	3	543	154	2	56	2	0	0	0	0	0	0	0	761
5:00 PM	3	673	176	2	63	0	0	1	0	0	0	0	0	918
6:00 PM	2	453	137	2	49	1	0	0	1	0	0	0	0	645
7:00 PM	1	231	58	1	23	1	0	0	0	0	0	0	0	315
8:00 PM	0	117	30	2	10	0	0	0	0	0	0	0	0	160
9:00 PM	1	74	16	2	7	0	0	0	0	0	0	0	0	99
10:00 PM	0	31	9	1	4	0	0	0	0	0	0	0	0	45
11:00 PM	0	18	3	1	2	0	0	0	0	0	0	0	0	24
Total	19	5,051	1,390	35	499	13	0	3	5	2	0	0	0	7,016
Percent	0.3%	72.0%	19.8%	0.5%	7.1%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	2	1	2	0	0	0	0	0	0	0	0	11
1:00 AM	0	5	1	0	3	0	0	0	0	0	0	0	0	8
2:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
3:00 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	7	5	2	6	0	0	0	0	0	0	0	0	21
5:00 AM	0	43	17	4	26	0	0	0	0	0	0	0	0	90
6:00 AM	1	127	71	4	114	1	0	0	0	0	0	0	0	319
7:00 AM	1	378	139	2	161	0	0	0	0	0	0	0	0	683
8:00 AM	3	404	164	3	142	3	0	1	0	0	0	0	0	719
9:00 AM	1	224	105	1	95	1	0	0	0	0	0	0	0	427
10:00 AM	2	229	100	2	85	1	0	0	0	0	0	0	0	420
11:00 AM	1	264	97	1	88	0	0	1	0	0	0	0	1	453
12:00 PM	2	294	109	1	83	1	0	1	0	0	0	0	0	491
1:00 PM	1	284	113	5	84	1	0	0	0	0	0	0	0	489
2:00 PM	1	298	111	2	80	1	0	1	0	0	0	0	0	493
3:00 PM	1	348	119	1	86	1	0	0	0	0	0	0	0	558
4:00 PM	1	328	117	1	74	1	0	1	0	0	0	0	0	523
5:00 PM	1	331	100	1	66	0	0	0	1	0	0	0	0	500
6:00 PM	1	266	73	0	53	0	0	1	0	0	0	0	0	393
7:00 PM	0	205	61	1	45	0	0	0	0	0	0	0	0	313
8:00 PM	1	110	39	3	30	0	0	0	0	0	0	0	0	183
9:00 PM	0	61	27	1	19	0	0	0	0	0	0	0	0	109
10:00 PM	0	30	12	0	12	0	0	0	0	0	0	0	0	54
11:00 PM	0	13	5	2	2	0	0	0	0	0	0	0	0	22
Total	20	4,264	1,589	39	1,356	12	0	6	2	1	0	0	1	7,290
Percent	0.3%	58.5%	21.8%	0.5%	18.6%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Midland Ave BTWN 8th St & E Wulfsohn

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 05

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	0	5	112	2,274	17,473	21,238	4,026	290	31	4	4	1	0	0	0	0	0	45,458
Percent	0.0%	0.0%	0.2%	5.0%	38.4%	46.7%	8.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	111	219	399	2,281	10,524	19,903	12,321	2,533	308	36	2	1	0	0	0	0	0	48,638
Percent	0.2%	0.5%	0.8%	4.7%	21.6%	40.9%	25.3%	5.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	111	224	511	4,555	27,997	41,141	16,347	2,823	339	40	6	2	0	0	0	0	0	94,096
Percent	0.1%	0.2%	0.5%	4.8%	29.8%	43.7%	17.4%	3.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	30.5	mph	Mean (Average) Speed	30.6	mph
85th Percentile	34.0	mph	10 mph Pace	25.7 - 35.7	mph
95th Percentile	36.4	mph	Percent in Pace	85.6	%
Southbound			Southbound		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.6	mph
85th Percentile	37.5	mph	10 mph Pace	28.0 - 38.0	mph
95th Percentile	40.4	mph	Percent in Pace	71.1	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05



Saturday, September 17, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	17	10	1	1	0	0	0	0	0	0	0	0	0	30
1:00 AM	0	0	0	2	8	6	2	0	1	0	0	0	0	0	0	0	0	19
2:00 AM	0	0	0	1	10	10	1	1	0	0	0	0	0	0	0	0	0	23
3:00 AM	0	0	0	0	7	3	3	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	0	10	16	1	0	0	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	0	4	17	26	10	2	0	0	1	0	0	0	0	0	0	60
7:00 AM	0	0	0	1	25	70	20	0	0	0	0	0	0	0	0	0	0	116
8:00 AM	0	0	0	4	52	106	24	1	0	0	0	0	0	0	0	0	0	187
9:00 AM	0	0	0	7	91	152	39	0	0	0	0	0	0	0	0	0	0	289
10:00 AM	0	0	0	7	162	217	36	1	0	0	0	0	0	0	0	0	0	423
11:00 AM	0	0	0	26	136	281	48	3	0	0	0	0	0	0	0	0	0	494
12:00 PM	0	0	0	20	191	262	56	2	0	0	0	0	0	0	0	0	0	531
1:00 PM	0	0	0	6	116	303	59	1	0	0	0	0	0	0	0	0	0	485
2:00 PM	0	0	0	13	137	289	64	2	1	1	0	0	0	0	0	0	0	507
3:00 PM	0	0	0	13	77	227	70	5	1	0	0	0	0	0	0	0	0	393
4:00 PM	0	0	0	18	106	241	75	6	0	0	0	0	0	0	0	0	0	446
5:00 PM	0	0	0	9	129	200	55	6	1	0	0	0	0	0	0	0	0	400
6:00 PM	0	0	0	8	118	166	41	3	0	0	0	0	0	0	0	0	0	336
7:00 PM	0	0	0	21	121	117	30	1	0	0	0	0	0	0	0	0	0	290
8:00 PM	0	0	1	10	72	79	25	2	0	0	0	0	0	0	0	0	0	189
9:00 PM	0	0	1	10	49	54	5	1	1	0	0	0	0	0	0	0	0	121
10:00 PM	0	0	0	3	27	34	12	1	0	0	0	0	0	0	0	0	0	77
11:00 PM	0	0	0	1	22	22	9	0	0	0	0	0	0	0	0	0	0	54
Total	0	0	2	185	1,701	2,896	688	39	5	1	1	0	0	0	0	0	0	5,518
Percent	0.0%	0.0%	0.0%	3.4%	30.8%	52.5%	12.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.3	mph	Mean (Average) Speed	31.3	mph
85th Percentile	34.7	mph	10 mph Pace	26.6 - 36.6	mph
95th Percentile	36.8	mph	Percent in Pace	86.1	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05



Saturday, September 17, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	9	6	2	5	0	0	0	0	0	0	0	0	0	23
1:00 AM	0	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	0	0	1	1	5	2	2	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	0	2	5	1	3	3	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	8	13	10	4	0	1	0	0	0	0	0	0	0	36
6:00 AM	0	0	0	4	11	33	26	13	6	0	0	0	0	0	0	0	0	93
7:00 AM	0	0	0	2	12	77	70	21	5	3	0	0	0	0	0	0	0	190
8:00 AM	0	0	0	6	57	77	85	22	2	0	0	0	0	0	0	0	0	249
9:00 AM	0	1	4	7	54	120	102	30	5	0	0	0	0	0	0	0	0	323
10:00 AM	0	0	1	5	70	163	124	33	1	0	0	0	0	0	0	0	0	397
11:00 AM	0	0	0	13	84	181	132	26	3	1	0	0	0	0	0	0	0	440
12:00 PM	0	0	0	8	105	196	154	31	1	0	0	0	0	0	0	0	0	495
1:00 PM	0	0	0	9	60	209	202	35	4	0	0	0	0	0	0	0	0	519
2:00 PM	0	0	0	4	79	211	170	41	6	0	0	0	0	0	0	0	0	511
3:00 PM	0	1	3	3	66	209	164	36	2	0	0	0	0	0	0	0	0	484
4:00 PM	0	0	0	3	92	189	153	44	4	1	0	0	0	0	0	0	0	486
5:00 PM	0	0	1	24	63	159	152	32	4	1	0	0	0	0	0	0	0	436
6:00 PM	0	0	2	12	67	145	117	36	3	0	0	0	0	0	0	0	0	382
7:00 PM	0	0	1	11	41	128	82	9	2	0	0	0	0	0	0	0	0	274
8:00 PM	0	0	0	4	36	76	36	14	2	1	0	0	0	0	0	0	0	169
9:00 PM	0	0	0	3	31	53	60	17	1	0	0	0	0	0	0	0	0	165
10:00 PM	0	0	1	1	23	22	16	8	2	0	0	0	0	0	0	0	0	73
11:00 PM	0	0	0	3	11	9	14	3	0	0	0	0	0	0	0	0	0	40
Total	0	2	13	126	993	2,292	1,877	466	53	8	0	0	0	0	0	0	0	5,830
Percent	0.0%	0.0%	0.2%	2.2%	17.0%	39.3%	32.2%	8.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.9	mph	Mean (Average) Speed	33.9	mph
85th Percentile	38.7	mph	10 mph Pace	28.6 - 38.6	mph
95th Percentile	41.6	mph	Percent in Pace	72.85	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 05



Sunday, September 18, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	12	15	3	0	0	0	1	0	0	0	0	0	0	33
1:00 AM	0	0	0	4	8	7	4	0	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	0	0	1	9	13	2	2	0	0	0	0	0	0	0	0	0	27
3:00 AM	0	0	0	1	4	6	2	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	0	0	4	8	0	1	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	0	0	1	2	10	0	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	0	0	0	10	21	6	2	1	0	0	0	0	0	0	0	0	40
7:00 AM	0	0	0	2	20	29	15	3	0	0	0	0	0	0	0	0	0	69
8:00 AM	0	0	0	3	29	52	19	4	0	0	0	0	0	0	0	0	0	107
9:00 AM	0	0	0	6	54	124	44	3	0	0	0	0	0	0	0	0	0	231
10:00 AM	0	0	0	5	87	173	28	0	0	0	0	0	0	0	0	0	0	293
11:00 AM	0	0	0	4	118	223	53	2	0	0	0	0	0	0	0	0	0	400
12:00 PM	0	0	0	11	127	234	47	5	0	0	0	0	0	0	0	0	0	424
1:00 PM	0	0	0	11	133	231	51	5	0	0	0	0	0	0	0	0	0	431
2:00 PM	0	0	0	11	97	261	64	5	0	0	0	0	0	0	0	0	0	438
3:00 PM	0	0	0	5	52	218	73	5	1	0	0	0	0	0	0	0	0	354
4:00 PM	0	0	0	13	81	175	68	4	0	0	0	0	0	0	0	0	0	341
5:00 PM	0	0	0	11	127	142	33	6	0	0	0	0	0	0	0	0	0	319
6:00 PM	0	0	0	10	90	132	32	1	0	0	0	0	0	0	0	0	0	265
7:00 PM	0	0	1	15	91	93	21	0	1	0	0	0	0	0	0	0	0	222
8:00 PM	0	0	0	6	72	55	9	3	1	0	0	1	0	0	0	0	0	147
9:00 PM	0	0	0	3	32	33	9	0	0	0	0	0	0	0	0	0	0	77
10:00 PM	0	0	0	1	11	30	11	2	0	0	0	0	0	0	0	0	0	55
11:00 PM	0	0	0	1	9	7	4	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	1	127	1,279	2,292	598	53	4	0	1	1	0	0	0	0	0	4,356
Percent	0.0%	0.0%	0.0%	2.9%	29.4%	52.6%	13.7%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.5	mph	Mean (Average) Speed	31.6	mph
85th Percentile	35.0	mph	10 mph Pace	26.5 - 36.5	mph
95th Percentile	37.4	mph	Percent in Pace	85.6	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05



Sunday, September 18, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	10	3	1	1	1	0	0	0	0	0	0	0	20
1:00 AM	0	0	0	1	6	6	1	4	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	0	0	1	3	5	3	1	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	0	0	1	2	4	3	2	2	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	0	0	6	5	2	1	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	6	8	10	5	2	0	0	0	0	0	0	0	0	31
6:00 AM	0	0	1	1	8	18	21	5	3	1	0	0	0	0	0	0	0	58
7:00 AM	0	0	0	1	10	33	29	14	2	1	0	0	0	0	0	0	0	90
8:00 AM	0	0	1	2	15	47	69	24	6	0	0	0	0	0	0	0	0	164
9:00 AM	0	0	0	6	33	108	89	24	3	0	0	0	0	0	0	0	0	263
10:00 AM	0	0	0	4	39	110	130	27	4	0	0	0	0	0	0	0	0	314
11:00 AM	0	0	0	2	35	148	147	44	6	0	0	0	0	0	0	0	0	382
12:00 PM	0	0	0	6	68	156	137	37	3	0	0	0	0	0	0	0	0	407
1:00 PM	0	0	0	4	61	174	139	50	13	1	0	0	0	0	0	0	0	442
2:00 PM	0	0	0	0	31	141	193	47	7	0	0	0	0	0	0	0	0	419
3:00 PM	0	0	0	2	53	190	177	29	5	1	0	0	0	0	0	0	0	457
4:00 PM	0	0	0	2	69	148	132	37	4	0	0	0	0	0	0	0	0	392
5:00 PM	0	0	0	5	51	164	139	33	3	0	0	0	0	0	0	0	0	395
6:00 PM	0	0	0	4	62	142	95	23	1	0	0	0	0	0	0	0	0	327
7:00 PM	0	0	1	7	35	121	83	15	0	0	0	1	0	0	0	0	0	263
8:00 PM	0	0	0	9	36	74	39	12	0	0	0	0	0	0	0	0	0	170
9:00 PM	0	0	0	2	38	37	34	8	2	1	0	0	0	0	0	0	0	122
10:00 PM	0	0	0	1	11	22	12	7	0	1	0	0	0	0	0	0	0	54
11:00 PM	0	1	0	0	8	6	1	1	3	0	0	0	0	0	0	0	0	20
Total	0	1	3	62	689	1,877	1,688	451	70	7	0	1	0	0	0	0	0	4,849
Percent	0.0%	0.0%	0.1%	1.3%	14.2%	38.7%	34.8%	9.3%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.4	mph	Mean (Average) Speed	34.5	mph
85th Percentile	39.0	mph	10 mph Pace	29.4 - 39.4	mph
95th Percentile	41.9	mph	Percent in Pace	74.55	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 05



Monday, September 19, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	9	2	1	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	10	16	8	1	0	0	0	0	0	0	0	0	0	35
6:00 AM	0	0	0	3	25	51	13	3	1	1	0	0	0	0	0	0	0	97
7:00 AM	0	0	0	12	95	120	25	6	0	0	0	0	0	0	0	0	0	258
8:00 AM	0	1	4	11	110	171	43	4	0	0	0	0	0	0	0	0	0	344
9:00 AM	0	0	0	5	95	162	42	0	0	0	0	0	0	0	0	0	0	304
10:00 AM	0	0	3	4	103	226	44	2	0	0	0	0	0	0	0	0	0	382
11:00 AM	0	0	1	22	184	243	50	4	0	0	0	0	0	0	0	0	0	504
12:00 PM	0	0	0	25	162	302	33	2	0	0	0	0	0	0	0	0	0	524
1:00 PM	0	0	0	14	168	213	52	2	1	0	0	0	0	0	0	0	0	450
2:00 PM	0	0	0	22	244	276	51	1	0	0	0	0	0	0	0	0	0	594
3:00 PM	0	0	0	30	220	407	47	1	0	0	0	0	0	0	0	0	0	705
4:00 PM	0	0	4	48	434	336	51	3	0	0	0	0	0	0	0	0	0	876
5:00 PM	0	0	0	73	493	345	51	3	0	0	0	0	0	0	0	0	0	965
6:00 PM	0	0	0	28	249	277	47	2	0	0	0	0	0	0	0	0	0	603
7:00 PM	0	0	3	17	150	113	23	4	0	0	0	0	0	0	0	0	0	310
8:00 PM	0	0	0	10	67	76	13	1	0	0	0	0	0	0	0	0	0	167
9:00 PM	0	0	0	0	32	48	7	3	0	0	0	0	0	0	0	0	0	90
10:00 PM	0	0	0	5	12	16	2	0	0	0	0	0	0	0	0	0	0	35
11:00 PM	0	0	0	3	5	10	2	0	1	0	0	0	0	0	0	0	0	21
Total	0	1	15	335	2,878	3,425	609	42	3	1	0	0	0	0	0	0	0	7,309
Percent	0.0%	0.0%	0.2%	4.6%	39.4%	46.9%	8.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.5	mph	Mean (Average) Speed	30.5	mph
85th Percentile	33.9	mph	10 mph Pace	25.6 - 35.6	mph
95th Percentile	36.1	mph	Percent in Pace	86.7	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 05



Monday, September 19, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	7	2	5	0	0	1	0	0	0	0	0	0	19
1:00 AM	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	2	3	4	1	1	1	0	0	0	0	0	0	0	0	12
5:00 AM	0	0	0	2	14	34	25	7	6	1	1	0	0	0	0	0	0	90
6:00 AM	0	0	1	7	39	115	84	32	5	3	0	0	0	0	0	0	0	286
7:00 AM	0	0	5	29	178	290	148	22	3	0	0	0	0	0	0	0	0	675
8:00 AM	24	32	60	42	159	284	119	16	1	0	0	0	0	0	0	0	0	737
9:00 AM	0	1	0	17	54	152	124	28	2	0	0	0	0	0	0	0	0	378
10:00 AM	0	0	1	29	85	190	101	21	2	0	0	0	0	0	0	0	0	429
11:00 AM	0	0	1	54	158	292	140	16	3	0	0	0	0	0	0	0	0	664
12:00 PM	0	1	6	44	199	355	131	16	4	0	0	0	0	0	0	0	0	756
1:00 PM	0	0	10	72	282	360	140	18	2	0	0	0	0	0	0	0	0	884
2:00 PM	0	0	1	46	180	278	177	32	4	1	0	0	0	0	0	0	0	719
3:00 PM	1	0	12	73	255	314	131	24	1	0	0	0	0	0	0	0	0	811
4:00 PM	0	0	3	24	149	314	108	23	2	0	0	0	0	0	0	0	0	623
5:00 PM	0	0	0	6	100	248	157	18	3	0	0	0	0	0	0	0	0	532
6:00 PM	0	0	0	2	61	193	126	32	2	0	0	0	0	0	0	0	0	416
7:00 PM	0	0	0	4	99	112	70	16	2	0	0	0	0	0	0	0	0	303
8:00 PM	0	0	0	7	42	82	47	15	0	1	0	0	0	0	0	0	0	194
9:00 PM	0	0	0	5	19	43	24	7	0	0	0	0	0	0	0	0	0	98
10:00 PM	0	0	0	0	15	27	9	3	0	0	0	0	0	0	0	0	0	54
11:00 PM	0	0	0	2	5	8	3	3	1	0	0	0	0	0	0	0	0	22
Total	25	34	100	470	2,104	3,711	1,870	357	45	6	2	0	0	0	0	0	0	8,724
Percent	0.3%	0.4%	1.1%	5.4%	24.1%	42.5%	21.4%	4.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.2	mph	Mean (Average) Speed	32	mph
85th Percentile	36.8	mph	10 mph Pace	27.0 - 37.0	mph
95th Percentile	39.8	mph	Percent in Pace	72.11	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05



Tuesday, September 20, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	7	4	4	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	1	0	4	5	3	0	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	2	12	23	0	0	0	0	0	0	0	0	0	0	0	37
6:00 AM	0	0	0	3	32	62	16	1	0	0	0	0	0	0	0	0	0	114
7:00 AM	0	0	2	13	77	129	17	4	0	0	0	0	0	0	0	0	0	242
8:00 AM	0	0	6	23	119	138	21	2	0	0	0	0	0	0	0	0	0	309
9:00 AM	0	0	1	4	113	174	38	2	0	0	0	0	0	0	0	0	0	332
10:00 AM	0	0	0	4	153	174	31	2	1	0	0	0	0	0	0	0	0	365
11:00 AM	0	0	0	15	149	230	37	3	0	0	0	0	0	0	0	0	0	434
12:00 PM	0	0	5	28	183	216	40	3	1	0	0	0	0	0	0	0	0	476
1:00 PM	0	0	0	23	171	225	43	4	0	0	0	0	0	0	0	0	0	466
2:00 PM	0	0	0	32	194	192	26	3	0	0	0	0	0	0	0	0	0	447
3:00 PM	0	0	0	45	307	266	45	2	0	0	0	0	0	0	0	0	0	665
4:00 PM	0	2	12	39	318	317	47	3	0	0	0	0	0	0	0	0	0	738
5:00 PM	0	0	0	54	444	359	37	0	0	0	0	0	0	0	0	0	0	894
6:00 PM	0	0	2	68	315	296	31	2	0	0	0	0	0	0	0	0	0	714
7:00 PM	0	0	0	9	157	136	19	0	0	0	0	0	0	0	0	0	0	321
8:00 PM	0	0	0	7	36	65	21	1	0	0	0	0	0	0	0	0	0	130
9:00 PM	0	0	0	6	34	38	11	1	0	0	0	0	0	0	0	0	0	90
10:00 PM	0	0	0	1	13	19	9	1	0	0	0	0	0	0	0	0	0	43
11:00 PM	0	0	0	3	6	4	1	0	0	0	0	0	0	0	0	0	0	14
Total	0	2	29	382	2,848	3,079	498	34	3	0	0	0	0	0	0	0	0	6,875
Percent	0.0%	0.0%	0.4%	5.6%	41.4%	44.8%	7.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.2	mph	Mean (Average) Speed	30.3	mph
85th Percentile	33.7	mph	10 mph Pace	25.2 - 35.2	mph
95th Percentile	35.9	mph	Percent in Pace	86.1	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Tuesday, September 20, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	1	7	8	3	6	0	0	0	0	0	0	0	0	0	25
5:00 AM	0	0	0	0	14	27	33	8	3	0	0	0	0	0	0	0	0	85
6:00 AM	0	0	0	3	76	149	73	24	5	0	0	0	0	0	0	0	0	330
7:00 AM	0	0	2	59	224	296	108	13	1	0	0	0	0	0	0	0	0	703
8:00 AM	63	132	114	166	145	112	42	11	0	0	0	0	0	0	0	0	0	785
9:00 AM	0	0	0	7	73	210	116	20	1	1	0	0	0	0	0	0	0	428
10:00 AM	0	0	3	41	111	163	89	20	1	0	0	0	0	0	0	0	0	428
11:00 AM	0	1	5	10	72	183	137	14	4	1	0	0	0	0	0	0	0	427
12:00 PM	0	0	3	39	132	214	92	18	3	0	0	0	0	0	0	0	0	501
1:00 PM	1	4	5	32	99	180	128	18	2	0	0	0	0	0	0	0	0	469
2:00 PM	0	1	0	31	83	204	116	29	4	0	0	0	0	0	0	0	0	468
3:00 PM	0	0	2	38	116	227	143	19	0	0	0	0	0	0	0	0	0	545
4:00 PM	0	0	8	11	95	220	137	33	1	1	0	0	0	0	0	0	0	506
5:00 PM	0	0	0	11	105	229	161	18	2	0	0	0	0	0	0	0	0	526
6:00 PM	0	0	1	13	88	175	101	13	1	0	0	0	0	0	0	0	0	392
7:00 PM	0	0	0	11	87	122	69	8	1	0	0	0	0	0	0	0	0	298
8:00 PM	0	0	0	7	43	71	41	4	1	0	0	0	0	0	0	0	0	167
9:00 PM	0	0	0	6	21	37	28	7	0	1	0	0	0	0	0	0	0	100
10:00 PM	0	0	0	2	15	22	9	5	0	0	0	0	0	0	0	0	0	53
11:00 PM	0	0	0	5	8	4	4	0	0	0	0	0	0	0	0	0	0	21
Total	64	139	143	493	1,620	2,862	1,636	289	30	4	0	0	0	0	0	0	0	7,280
Percent	0.9%	1.9%	2.0%	6.8%	22.3%	39.3%	22.5%	4.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.2	mph	Mean (Average) Speed	31.4	mph
85th Percentile	36.9	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	39.6	mph	Percent in Pace	67.79	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05



Wednesday, September 21, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	6	6	4	0	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	0	2	0	3	1	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	0	5	7	3	1	0	0	0	0	0	0	0	0	0	16
5:00 AM	0	0	0	1	11	25	6	0	0	0	0	0	0	0	0	0	0	43
6:00 AM	0	0	0	10	39	50	16	2	0	0	0	0	0	0	0	0	0	117
7:00 AM	0	0	0	11	71	130	40	3	0	0	0	0	0	0	0	0	0	255
8:00 AM	0	0	0	7	100	212	42	5	1	0	0	0	0	0	0	0	0	367
9:00 AM	0	0	0	5	146	131	26	1	0	0	0	0	0	0	0	0	0	309
10:00 AM	0	0	0	33	175	169	23	1	0	0	0	0	0	0	0	0	0	401
11:00 AM	0	0	0	34	180	183	36	3	1	0	0	0	0	0	0	0	0	437
12:00 PM	0	0	1	48	204	182	31	1	0	0	0	0	0	0	0	0	0	467
1:00 PM	0	0	0	29	201	241	32	4	0	0	0	0	0	0	0	0	0	507
2:00 PM	0	0	1	47	256	273	27	1	0	0	0	0	0	0	0	0	0	605
3:00 PM	0	0	0	74	252	234	40	2	0	0	0	0	0	0	0	0	0	602
4:00 PM	0	0	7	96	406	208	36	3	0	0	0	0	0	0	0	0	0	756
5:00 PM	0	0	14	125	473	291	28	2	0	0	0	0	0	0	0	0	0	933
6:00 PM	0	0	0	32	309	242	39	0	2	0	0	0	0	0	0	0	0	624
7:00 PM	0	0	0	18	147	145	19	2	0	0	0	0	0	0	0	0	0	331
8:00 PM	0	0	0	8	70	69	12	2	0	0	0	0	0	0	0	0	0	161
9:00 PM	0	0	0	2	26	38	6	1	0	0	0	0	0	0	0	0	0	73
10:00 PM	0	0	0	2	10	20	8	0	0	0	0	0	0	0	0	0	0	40
11:00 PM	0	0	0	1	5	12	7	0	0	1	0	0	0	0	0	0	0	26
Total	0	0	23	584	3,100	2,873	486	35	5	1	0	0	0	0	0	0	0	7,107
Percent	0.0%	0.0%	0.3%	8.2%	43.6%	40.4%	6.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.9	mph	Mean (Average) Speed	29.9	mph
85th Percentile	33.4	mph	10 mph Pace	24.9 - 34.9	mph
95th Percentile	35.8	mph	Percent in Pace	84.1	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Wednesday, September 21, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	5	2	0	1	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	3	3	2	0	0	1	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	1	0	6	3	5	3	0	0	0	0	0	0	0	0	0	18
5:00 AM	0	0	0	1	9	45	24	13	1	1	0	0	0	0	0	0	0	94
6:00 AM	0	0	0	10	56	114	94	42	4	1	0	0	0	0	0	0	0	321
7:00 AM	0	0	19	108	229	210	108	21	3	0	0	0	0	0	0	0	0	698
8:00 AM	0	0	2	44	207	278	145	15	3	0	0	0	0	0	0	0	0	694
9:00 AM	2	3	7	33	102	189	81	11	0	0	0	0	0	0	0	0	0	428
10:00 AM	6	10	2	39	107	138	92	19	3	0	0	0	0	0	0	0	0	416
11:00 AM	0	0	2	44	124	187	97	18	0	0	0	0	0	0	0	0	0	472
12:00 PM	0	3	3	24	115	214	114	9	1	0	0	0	0	0	0	0	0	483
1:00 PM	0	0	3	24	170	208	108	18	3	0	0	0	0	0	0	0	0	534
2:00 PM	0	0	3	21	154	225	104	19	0	0	0	0	0	0	0	0	0	526
3:00 PM	0	0	2	34	151	243	110	10	1	0	0	0	0	0	0	0	0	551
4:00 PM	0	0	4	12	140	220	121	14	0	0	0	0	0	0	0	0	0	511
5:00 PM	0	0	0	8	82	237	126	18	0	0	0	0	0	0	0	0	0	471
6:00 PM	0	0	0	3	59	194	105	25	3	0	0	0	0	0	0	0	0	389
7:00 PM	0	0	1	11	68	141	62	6	0	1	0	0	0	0	0	0	0	290
8:00 PM	0	0	0	4	71	65	32	1	2	0	0	0	0	0	0	0	0	175
9:00 PM	0	0	0	11	30	41	13	6	2	0	0	0	0	0	0	0	0	103
10:00 PM	0	0	0	2	21	19	10	2	0	0	0	0	0	0	0	0	0	54
11:00 PM	0	0	0	0	4	11	6	3	0	0	0	0	0	0	0	0	0	24
Total	8	17	49	435	1,911	2,995	1,563	274	27	4	0	0	0	0	0	0	0	7,283
Percent	0.1%	0.2%	0.7%	6.0%	26.2%	41.1%	21.5%	3.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.9	mph	Mean (Average) Speed	31.9	mph
85th Percentile	36.8	mph	10 mph Pace	27.4 - 37.4	mph
95th Percentile	39.5	mph	Percent in Pace	71.73	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Thursday, September 22, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	11	10	2	0	1	0	0	0	0	0	0	0	0	25
1:00 AM	0	0	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	0	0	0	7	7	3	0	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	0	0	0	14	20	5	2	0	0	0	0	0	0	0	0	0	41
6:00 AM	0	0	0	4	26	41	16	2	0	0	0	0	0	0	0	0	0	89
7:00 AM	0	0	0	5	83	123	20	1	0	0	0	0	0	0	0	0	0	232
8:00 AM	0	0	0	10	103	187	37	5	0	0	0	0	0	0	0	0	0	342
9:00 AM	0	0	2	39	151	116	28	4	0	0	0	0	0	0	0	0	0	340
10:00 AM	0	0	3	18	141	162	46	1	0	0	0	0	0	0	0	0	0	371
11:00 AM	0	0	0	13	182	174	23	1	0	0	0	0	0	0	0	0	0	393
12:00 PM	0	0	1	38	216	224	31	4	0	0	0	0	0	0	0	0	0	514
1:00 PM	0	0	6	28	165	224	41	4	0	0	0	0	0	0	0	0	0	468
2:00 PM	0	0	1	21	190	256	35	2	0	0	0	0	0	0	0	0	0	505
3:00 PM	0	0	4	67	290	301	31	3	2	0	0	0	0	0	0	0	0	698
4:00 PM	0	0	0	22	333	381	49	3	0	0	0	0	0	0	0	0	0	788
5:00 PM	0	0	0	21	424	426	55	1	0	0	0	0	0	0	0	0	0	927
6:00 PM	0	0	4	18	262	262	46	6	0	0	0	0	0	0	0	0	0	598
7:00 PM	0	0	1	12	145	121	12	1	0	0	0	0	0	0	0	0	0	292
8:00 PM	0	0	0	6	85	86	11	1	0	0	0	0	0	0	0	0	0	189
9:00 PM	0	0	0	6	43	71	13	0	2	0	0	0	0	0	0	0	0	135
10:00 PM	0	0	0	3	14	29	4	2	0	0	0	0	0	0	0	0	0	52
11:00 PM	0	0	0	2	4	21	4	1	0	0	0	0	0	0	0	0	0	32
Total	0	0	22	337	2,896	3,248	514	44	6	0	0	0	0	0	0	0	0	7,067
Percent	0.0%	0.0%	0.3%	4.8%	41.0%	46.0%	7.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.3	mph	Mean (Average) Speed	30.4	mph
85th Percentile	33.7	mph	10 mph Pace	25.2 - 35.2	mph
95th Percentile	36.0	mph	Percent in Pace	86.9	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

Thursday, September 22, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	4	3	4	1	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	0	1	4	4	1	2	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	1	2	1	1	0	3	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	0	2	4	11	3	0	0	0	0	0	0	0	0	0	0	20
5:00 AM	0	0	0	4	10	34	25	15	4	0	0	0	0	0	0	0	0	92
6:00 AM	0	0	1	11	38	117	104	26	7	1	0	0	0	0	0	0	0	305
7:00 AM	0	0	4	48	176	271	124	24	1	1	0	0	0	0	0	0	0	649
8:00 AM	0	2	13	96	217	228	104	17	1	0	0	0	0	0	0	0	0	678
9:00 AM	0	0	0	21	73	188	123	16	3	0	0	0	0	0	0	0	0	424
10:00 AM	0	0	4	21	107	168	96	18	1	0	0	0	0	0	0	0	0	415
11:00 AM	0	0	2	27	95	192	116	27	1	0	0	0	0	0	0	0	0	460
12:00 PM	0	7	4	31	118	187	111	29	3	0	0	0	0	0	0	0	0	490
1:00 PM	0	0	0	29	111	215	94	15	0	0	0	0	0	0	0	0	0	464
2:00 PM	0	0	1	20	110	213	122	18	1	0	0	0	0	0	0	0	0	485
3:00 PM	0	0	6	32	153	253	114	17	2	0	0	0	0	0	0	0	0	577
4:00 PM	0	0	0	6	106	250	163	23	4	0	0	0	0	0	0	0	0	552
5:00 PM	1	3	2	18	90	234	134	20	1	0	0	0	0	0	0	0	0	503
6:00 PM	0	1	0	6	59	167	139	22	3	0	0	0	0	0	0	0	0	397
7:00 PM	0	0	0	3	81	156	85	23	2	1	0	0	0	0	0	0	0	351
8:00 PM	0	0	0	9	43	93	51	8	3	0	0	0	0	0	0	0	0	207
9:00 PM	0	0	0	9	32	38	34	8	2	0	0	0	0	0	0	0	0	123
10:00 PM	0	0	0	2	12	20	18	3	0	0	0	0	0	0	0	0	0	55
11:00 PM	0	0	0	1	3	8	6	2	0	1	0	0	0	0	0	0	0	21
Total	1	13	37	398	1,649	3,052	1,776	334	43	4	0	0	0	0	0	0	0	7,307
Percent	0.0%	0.2%	0.5%	5.4%	22.6%	41.8%	24.3%	4.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.5	mph	Mean (Average) Speed	32.5	mph
85th Percentile	37.1	mph	10 mph Pace	28.0 - 38.0	mph
95th Percentile	40.2	mph	Percent in Pace	72.16	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05



Friday, September 23, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	9	8	1	0	0	0	0	0	0	0	0	0	0	20
1:00 AM	0	0	1	0	3	2	0	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	1	17	11	5	1	0	0	0	0	0	0	0	0	0	35
6:00 AM	0	0	0	6	31	39	11	2	0	1	1	0	0	0	0	0	0	91
7:00 AM	0	0	2	13	94	99	29	3	0	0	1	0	0	0	0	0	0	241
8:00 AM	0	2	2	1	75	174	64	2	0	0	0	0	0	0	0	0	0	320
9:00 AM	0	0	3	9	100	179	24	1	0	0	0	0	0	0	0	0	0	316
10:00 AM	0	0	0	16	133	148	45	5	1	0	0	0	0	0	0	0	0	348
11:00 AM	0	0	6	12	181	233	52	5	0	0	0	0	0	0	0	0	0	489
12:00 PM	0	0	0	22	219	234	39	5	0	0	0	0	0	0	0	0	0	519
1:00 PM	0	0	1	18	133	287	54	2	0	0	0	0	0	0	0	0	0	495
2:00 PM	0	0	0	17	162	245	44	2	0	0	0	0	0	0	0	0	0	470
3:00 PM	0	0	1	44	311	342	44	2	0	0	0	0	0	0	0	0	0	744
4:00 PM	0	0	0	48	317	416	51	4	0	0	0	0	0	0	0	0	0	836
5:00 PM	0	0	1	27	347	369	52	4	0	0	0	0	0	0	0	0	0	800
6:00 PM	0	0	0	10	237	269	51	0	3	0	0	0	0	0	0	0	0	570
7:00 PM	0	0	3	25	152	146	26	0	0	0	0	0	0	0	0	0	0	352
8:00 PM	0	0	0	32	74	81	15	2	0	0	0	0	0	0	0	0	0	204
9:00 PM	0	0	0	12	91	54	12	1	0	0	0	0	0	0	0	0	0	170
10:00 PM	0	0	0	7	56	60	6	1	0	0	0	0	0	0	0	0	0	130
11:00 PM	0	0	0	2	19	22	2	1	0	0	0	0	0	0	0	0	0	46
Total	0	2	20	324	2,771	3,425	633	43	5	1	2	0	0	0	0	0	0	7,226
Percent	0.0%	0.0%	0.3%	4.5%	38.3%	47.4%	8.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.5	mph	Mean (Average) Speed	30.6	mph
85th Percentile	34.1	mph	10 mph Pace	25.7 - 35.7	mph
95th Percentile	36.2	mph	Percent in Pace	86.7	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05



Friday, September 23, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	5	9	0	1	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	2	0	4	3	2	1	2	0	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	4	13	27	22	7	1	0	0	0	0	0	0	0	0	74
6:00 AM	0	0	0	11	45	87	111	20	6	1	0	0	0	0	0	0	0	281
7:00 AM	0	0	19	48	131	237	111	29	3	0	0	0	0	0	0	0	0	578
8:00 AM	0	0	4	13	121	216	136	26	3	0	0	0	0	0	0	0	0	519
9:00 AM	6	7	5	17	73	166	130	38	0	0	0	0	0	0	0	0	0	442
10:00 AM	7	5	12	42	163	219	110	18	6	0	0	0	0	0	0	0	0	582
11:00 AM	0	0	4	29	87	210	112	18	2	0	0	0	0	0	0	0	0	462
12:00 PM	0	0	2	20	149	186	100	11	1	1	0	0	0	0	0	0	0	470
1:00 PM	0	0	2	22	90	201	132	29	3	0	0	0	0	0	0	0	0	479
2:00 PM	0	0	1	15	105	260	142	25	1	0	0	0	0	0	0	0	0	549
3:00 PM	0	0	0	27	131	277	130	18	2	0	0	0	0	0	0	0	0	585
4:00 PM	0	0	0	16	85	233	177	32	2	0	0	0	0	0	0	0	0	545
5:00 PM	0	0	3	6	81	207	161	24	2	1	0	0	0	0	0	0	0	485
6:00 PM	0	0	0	15	111	213	128	21	1	0	0	0	0	0	0	0	0	489
7:00 PM	0	0	0	4	69	156	79	6	1	0	0	0	0	0	0	0	0	315
8:00 PM	0	0	0	2	33	87	64	21	1	0	0	0	0	0	0	0	0	208
9:00 PM	0	0	0	2	25	70	32	5	3	0	0	0	0	0	0	0	0	137
10:00 PM	0	0	0	2	26	29	21	8	0	0	0	0	0	0	0	0	0	86
11:00 PM	0	0	0	1	7	13	8	2	0	0	0	0	0	0	0	0	0	31
Total	13	13	54	297	1,558	3,114	1,911	362	40	3	0	0	0	0	0	0	0	7,365
Percent	0.2%	0.2%	0.7%	4.0%	21.2%	42.3%	25.9%	4.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.8	mph	Mean (Average) Speed	32.7	mph
85th Percentile	37.5	mph	10 mph Pace	28.0 - 38.0	mph
95th Percentile	40.3	mph	Percent in Pace	73.37	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	10	8	2	0	0	0	0	0	0	0	0	0	0	21
1:00 AM	0	0	0	1	4	3	2	0	1	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	0	0	0	4	6	2	0	0	0	0	0	0	0	0	0	0	12
5:00 AM	0	0	0	1	11	17	4	1	0	0	0	0	0	0	0	0	0	34
6:00 AM	0	0	0	4	26	41	13	2	0	0	0	0	0	0	0	0	0	86
7:00 AM	0	0	1	8	66	100	24	3	0	0	0	0	0	0	0	0	0	202
8:00 AM	0	0	2	8	84	149	36	3	0	0	0	0	0	0	0	0	0	282
9:00 AM	0	0	1	11	107	148	34	2	0	0	0	0	0	0	0	0	0	303
10:00 AM	0	0	1	12	136	181	36	2	0	0	0	0	0	0	0	0	0	368
11:00 AM	0	0	1	18	161	224	43	3	0	0	0	0	0	0	0	0	0	450
12:00 PM	0	0	1	27	186	236	40	3	0	0	0	0	0	0	0	0	0	493
1:00 PM	0	0	1	18	155	246	47	3	0	0	0	0	0	0	0	0	0	470
2:00 PM	0	0	0	23	183	256	44	2	0	0	0	0	0	0	0	0	0	508
3:00 PM	0	0	1	40	216	285	50	3	1	0	0	0	0	0	0	0	0	596
4:00 PM	0	0	3	41	285	296	54	4	0	0	0	0	0	0	0	0	0	683
5:00 PM	0	0	2	46	348	305	44	3	0	0	0	0	0	0	0	0	0	748
6:00 PM	0	0	1	25	226	235	41	2	1	0	0	0	0	0	0	0	0	531
7:00 PM	0	0	1	17	138	124	21	1	0	0	0	0	0	0	0	0	0	302
8:00 PM	0	0	0	11	68	73	15	2	0	0	0	0	0	0	0	0	0	169
9:00 PM	0	0	0	6	44	48	9	1	0	0	0	0	0	0	0	0	0	108
10:00 PM	0	0	0	3	20	30	7	1	0	0	0	0	0	0	0	0	0	61
11:00 PM	0	0	0	2	10	14	4	0	0	0	0	0	0	0	0	0	0	30
Total	0	0	16	325	2,496	3,033	575	41	3	0	0	0	0	0	0	0	0	6,489
Percent	0.0%	0.0%	0.2%	5.0%	38.5%	46.7%	8.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	30.5	mph	Mean (Average) Speed	30.6	mph
85th Percentile	34.0	mph	10 mph Pace	25.7 - 35.7	mph
95th Percentile	36.4	mph	Percent in Pace	85.6	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 05

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	7	2	2	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	0	0	1	4	5	1	1	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	1	1	3	2	1	1	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	1	5	5	3	2	0	0	0	0	0	0	0	0	0	16
5:00 AM	0	0	0	2	11	27	21	8	2	0	0	0	0	0	0	0	0	71
6:00 AM	0	0	0	7	39	90	73	23	5	1	0	0	0	0	0	0	0	238
7:00 AM	0	0	7	42	137	202	100	21	3	1	0	0	0	0	0	0	0	513
8:00 AM	12	24	28	53	132	177	100	19	2	0	0	0	0	0	0	0	0	547
9:00 AM	1	2	2	15	66	162	109	24	2	0	0	0	0	0	0	0	0	383
10:00 AM	2	2	3	26	97	164	106	22	3	0	0	0	0	0	0	0	0	425
11:00 AM	0	0	2	26	94	199	126	23	3	0	0	0	0	0	0	0	0	473
12:00 PM	0	2	3	25	127	215	120	22	2	0	0	0	0	0	0	0	0	516
1:00 PM	0	1	3	27	125	221	135	26	4	0	0	0	0	0	0	0	0	542
2:00 PM	0	0	1	20	106	219	146	30	3	0	0	0	0	0	0	0	0	525
3:00 PM	0	0	4	30	132	245	138	22	2	0	0	0	0	0	0	0	0	573
4:00 PM	0	0	2	11	105	225	142	29	2	0	0	0	0	0	0	0	0	516
5:00 PM	0	0	1	11	82	211	147	23	2	0	0	0	0	0	0	0	0	477
6:00 PM	0	0	0	8	72	176	116	25	2	0	0	0	0	0	0	0	0	399
7:00 PM	0	0	0	7	69	134	76	12	1	0	0	0	0	0	0	0	0	299
8:00 PM	0	0	0	6	43	78	44	11	1	0	0	0	0	0	0	0	0	183
9:00 PM	0	0	0	5	28	46	32	8	1	0	0	0	0	0	0	0	0	120
10:00 PM	0	0	0	1	18	23	14	5	0	0	0	0	0	0	0	0	0	61
11:00 PM	0	0	0	2	7	8	6	2	1	0	0	0	0	0	0	0	0	26
Total	15	31	56	328	1,505	2,844	1,760	362	42	2	0	0	0	0	0	0	0	6,945
Percent	0.2%	0.4%	0.8%	4.7%	21.7%	41.0%	25.3%	5.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.6	mph
85th Percentile	37.5	mph	10 mph Pace	28.0 - 38.0	mph
95th Percentile	40.4	mph	Percent in Pace	71.1	%

Location: Midland Ave BTWN 8th St & E Wulfsohn
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 05

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	30	23	53	33	20	53	13	19	32	16	10	26	17	10	27	25	12	37	20	15	35	19	11	30
1:00 AM	19	13	32	23	18	41	7	12	19	4	4	8	7	9	16	5	12	17	7	10	17	5	8	14
2:00 AM	23	11	34	27	13	40	6	7	13	3	5	8	3	7	10	3	8	11	5	3	8	3	7	10
3:00 AM	13	7	20	13	14	27	8	3	11	7	4	11	10	5	15	11	7	18	8	6	14	9	5	15
4:00 AM	8	14	22	13	14	27	11	12	23	14	25	39	16	18	34	17	20	37	10	14	24	16	21	37
5:00 AM	27	36	63	13	31	44	35	90	125	37	85	122	43	94	137	41	92	133	35	74	109	40	90	131
6:00 AM	60	93	153	40	58	98	97	286	383	114	330	444	117	321	438	89	305	394	91	281	372	107	319	425
7:00 AM	116	190	306	69	90	159	258	675	933	242	703	945	255	698	953	232	649	881	241	578	819	243	683	926
8:00 AM	187	249	436	107	164	271	344	737	1,081	309	785	1,094	367	694	1,061	342	678	1,020	320	519	839	339	719	1,058
9:00 AM	289	323	612	231	263	494	304	378	682	332	428	760	309	428	737	340	424	764	316	442	758	327	427	754
10:00 AM	423	397	820	293	314	607	382	429	811	365	428	793	401	416	817	371	415	786	348	582	930	379	420	799
11:00 AM	494	440	934	400	382	782	504	664	1,168	434	427	861	437	472	909	393	460	853	489	462	951	421	453	874
12:00 PM	531	495	1,026	424	407	831	524	756	1,280	476	501	977	467	483	950	514	490	1,004	519	470	989	486	491	977
1:00 PM	485	519	1,004	431	442	873	450	884	1,334	466	469	935	507	534	1,041	468	464	932	495	479	974	480	489	969
2:00 PM	507	511	1,018	438	419	857	594	719	1,313	447	468	915	605	526	1,131	505	485	990	470	549	1,019	519	493	1,012
3:00 PM	393	484	877	354	457	811	705	811	1,516	665	545	1,210	602	551	1,153	698	577	1,275	744	585	1,329	655	558	1,213
4:00 PM	446	486	932	341	392	733	876	623	1,499	738	506	1,244	756	511	1,267	788	552	1,340	836	545	1,381	761	523	1,284
5:00 PM	400	436	836	319	395	714	965	532	1,497	894	526	1,420	933	471	1,404	927	503	1,430	800	485	1,285	918	500	1,418
6:00 PM	336	382	718	265	327	592	603	416	1,019	714	392	1,106	624	389	1,013	598	397	995	570	489	1,059	645	393	1,038
7:00 PM	290	274	564	222	263	485	310	303	613	321	298	619	331	290	621	292	351	643	352	315	667	315	313	628
8:00 PM	189	169	358	147	170	317	167	194	361	130	167	297	161	175	336	189	207	396	204	208	412	160	183	343
9:00 PM	121	165	286	77	122	199	90	98	188	90	100	190	73	103	176	135	123	258	170	137	307	99	109	208
10:00 PM	77	73	150	55	54	109	35	54	89	43	53	96	40	54	94	52	55	107	130	86	216	45	54	99
11:00 PM	54	40	94	21	20	41	21	22	43	14	21	35	26	24	50	32	21	53	46	31	77	24	22	46
Total	5,518	5,830	11,348	4,356	4,849	9,205	7,309	8,724	16,033	6,875	7,280	14,155	7,107	7,283	14,390	7,067	7,307	14,374	7,226	7,365	14,591	7,016	7,290	14,306
Percent	49%	51%	-	47%	53%	-	46%	54%	-	49%	51%	-	49%	51%	-	49%	51%	-	50%	50%	-	49%	51%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Midland Ave BTWN E Wulfsohn & E Meadows

Count Direction: Northbound / Southbound

Date Range: 9/27/2022 to 10/3/2022

Site Code: 06

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	88	26,191	7,705	42	3,505	150	0	17	29	6	0	0	0	37,733
Percent	0.2%	69.4%	20.4%	0.1%	9.3%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	15	18,754	13,397	59	8,583	108	0	37	23	4	0	0	4	40,984
Percent	0.0%	45.8%	32.7%	0.1%	20.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	103	44,945	21,102	101	12,088	258	0	54	52	10	0	0	4	78,717
Percent	0.1%	57.1%	26.8%	0.1%	15.4%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Tuesday, September 27, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	17	8	0	5	0	0	0	0	0	0	0	0	30
6:00 AM	1	42	14	0	14	1	0	0	0	1	0	0	0	73
7:00 AM	0	161	47	0	20	0	0	0	0	0	0	0	0	228
8:00 AM	11	155	46	0	12	1	0	0	0	0	0	0	0	225
9:00 AM	0	171	66	0	27	2	0	0	0	0	0	0	0	266
10:00 AM	3	231	74	0	31	1	0	0	0	0	0	0	0	340
11:00 AM	0	233	77	1	34	2	0	0	1	1	0	0	0	349
12:00 PM	0	307	77	0	36	2	0	0	0	0	0	0	0	422
1:00 PM	1	279	86	2	33	4	0	1	0	0	0	0	0	406
2:00 PM	2	308	79	1	49	2	0	0	0	0	0	0	0	441
3:00 PM	0	395	116	0	43	1	0	0	0	0	0	0	0	555
4:00 PM	0	466	135	0	64	0	0	0	1	0	0	0	0	666
5:00 PM	3	505	170	0	82	1	0	1	0	0	0	0	0	762
6:00 PM	2	386	127	0	54	3	0	0	1	1	0	0	0	574
7:00 PM	1	168	59	0	19	0	0	0	0	0	0	0	0	247
8:00 PM	0	101	29	0	9	0	0	1	0	0	0	0	0	140
9:00 PM	0	40	10	1	4	0	0	0	0	0	0	0	0	55
10:00 PM	0	26	6	0	0	0	0	0	0	0	0	0	0	32
11:00 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
Total	24	4,017	1,235	5	538	20	0	3	3	3	0	0	0	5,848
Percent	0.4%	68.7%	21.1%	0.1%	9.2%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Tuesday, September 27, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
1:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	5	2	0	3	0	0	0	0	0	0	0	0	10
5:00 AM	0	24	18	0	24	1	0	0	0	0	0	0	0	67
6:00 AM	0	73	78	0	111	0	0	0	0	0	0	0	0	262
7:00 AM	0	230	197	0	155	1	0	0	0	0	0	0	0	583
8:00 AM	0	177	128	2	98	1	0	0	0	0	0	0	0	406
9:00 AM	0	144	109	1	105	1	0	1	0	0	0	0	0	361
10:00 AM	0	146	115	0	83	2	0	0	0	0	0	0	0	346
11:00 AM	0	193	122	1	69	4	0	1	0	0	0	0	0	390
12:00 PM	0	209	127	2	77	1	0	2	0	0	0	0	0	418
1:00 PM	0	201	110	0	80	1	0	0	1	0	0	0	0	393
2:00 PM	0	201	123	2	59	1	0	0	0	0	0	0	0	386
3:00 PM	0	254	134	1	86	2	0	1	0	0	0	0	0	478
4:00 PM	0	218	123	0	62	1	0	1	0	0	0	0	0	405
5:00 PM	0	228	127	0	73	2	0	0	0	0	0	0	0	430
6:00 PM	0	151	108	0	55	0	0	0	0	0	0	0	0	314
7:00 PM	0	143	71	0	50	0	0	0	0	0	0	0	0	264
8:00 PM	0	80	53	0	30	0	0	0	0	0	0	0	0	163
9:00 PM	0	47	30	0	11	0	0	0	0	0	0	0	0	88
10:00 PM	1	15	13	0	5	0	0	0	0	0	0	0	0	34
11:00 PM	0	7	1	0	3	0	0	0	0	0	0	0	0	11
Total	1	2,756	1,795	9	1,242	18	0	6	1	0	0	0	0	5,828
Percent	0.0%	47.3%	30.8%	0.2%	21.3%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Wednesday, September 28, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	1	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
5:00 AM	0	17	7	0	2	0	0	0	1	0	0	0	0	27
6:00 AM	0	59	31	0	12	0	0	0	0	0	0	0	0	102
7:00 AM	1	156	43	0	30	1	0	0	0	0	0	0	0	231
8:00 AM	2	230	47	0	23	2	0	0	0	0	0	0	0	304
9:00 AM	1	149	66	0	22	0	0	0	3	0	0	0	0	241
10:00 AM	2	212	63	0	30	1	0	0	0	0	0	0	0	308
11:00 AM	1	254	76	0	39	0	0	0	1	0	0	0	0	371
12:00 PM	3	291	87	0	38	1	0	0	1	0	0	0	0	421
1:00 PM	2	283	88	1	49	2	0	0	1	0	0	0	0	426
2:00 PM	2	327	111	0	51	0	0	0	1	0	0	0	0	492
3:00 PM	1	359	123	1	47	0	0	0	1	0	0	0	0	532
4:00 PM	2	441	143	0	60	2	0	0	0	0	0	0	0	648
5:00 PM	4	527	148	0	66	1	0	1	0	0	0	0	0	747
6:00 PM	0	405	123	1	68	0	0	0	1	0	0	0	0	598
7:00 PM	2	240	66	0	28	0	0	0	0	1	0	0	0	337
8:00 PM	0	100	24	1	4	0	0	0	0	0	0	0	0	129
9:00 PM	0	36	11	1	7	1	0	0	0	0	0	0	0	56
10:00 PM	0	17	6	0	1	0	0	0	0	0	0	0	0	24
11:00 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
Total	23	4,132	1,273	6	579	11	0	1	10	1	0	0	0	6,036
Percent	0.4%	68.5%	21.1%	0.1%	9.6%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Wednesday, September 28, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	2	3	0	2	0	0	0	0	0	0	0	0	7
4:00 AM	0	2	3	0	4	0	0	0	0	0	0	0	0	9
5:00 AM	0	32	18	1	22	1	0	0	0	0	0	0	0	74
6:00 AM	0	97	65	0	79	1	0	0	0	0	0	0	0	242
7:00 AM	0	260	163	0	147	0	0	0	0	0	0	0	0	570
8:00 AM	0	249	184	0	166	3	0	0	1	0	0	0	0	603
9:00 AM	0	158	104	2	90	3	0	0	1	0	0	0	0	358
10:00 AM	0	154	115	0	81	0	0	0	1	0	0	0	1	352
11:00 AM	0	183	111	0	87	1	0	0	1	0	0	0	0	383
12:00 PM	0	184	145	0	80	1	0	0	1	0	0	0	0	411
1:00 PM	0	197	147	1	87	3	0	0	1	0	0	0	0	436
2:00 PM	0	211	144	1	81	1	0	1	0	0	0	0	0	439
3:00 PM	0	186	139	0	68	1	0	0	0	0	0	0	1	395
4:00 PM	0	229	141	0	77	1	0	1	0	0	0	0	0	449
5:00 PM	0	231	127	1	77	0	0	0	0	0	0	0	0	436
6:00 PM	0	152	94	1	61	0	0	1	0	0	0	0	0	309
7:00 PM	0	123	92	0	49	0	0	0	0	0	0	0	0	264
8:00 PM	1	78	50	0	24	0	0	0	0	0	0	0	0	153
9:00 PM	0	43	39	0	16	0	0	0	0	0	0	0	0	98
10:00 PM	0	20	11	0	11	0	0	0	0	0	0	0	0	42
11:00 PM	0	5	6	0	0	0	0	0	0	0	0	0	0	11
Total	1	2,806	1,909	7	1,310	16	0	3	6	0	0	0	2	6,060
Percent	0.0%	46.3%	31.5%	0.1%	21.6%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Thursday, September 29, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
5:00 AM	0	16	2	0	3	0	0	0	0	0	0	0	0	21
6:00 AM	0	40	22	0	8	0	0	0	0	0	0	0	0	70
7:00 AM	0	160	40	0	31	2	0	0	0	0	0	0	0	233
8:00 AM	2	227	52	0	28	3	0	0	0	0	0	0	0	312
9:00 AM	0	177	62	1	31	2	0	0	0	0	0	0	0	273
10:00 AM	0	242	67	1	36	4	0	0	0	0	0	0	0	350
11:00 AM	0	228	78	1	37	7	0	0	0	0	0	0	0	351
12:00 PM	0	313	57	1	34	4	0	0	0	0	0	0	0	409
1:00 PM	2	281	98	0	40	2	0	0	1	0	0	0	0	424
2:00 PM	0	277	79	2	43	2	0	0	0	0	0	0	0	403
3:00 PM	1	379	132	1	39	6	0	0	0	0	0	0	0	558
4:00 PM	0	472	122	0	67	1	0	0	2	0	0	0	0	664
5:00 PM	1	544	144	0	74	0	0	1	1	0	0	0	0	765
6:00 PM	2	413	129	0	68	1	0	0	1	0	0	0	0	614
7:00 PM	1	197	49	0	21	1	0	0	0	0	0	0	0	269
8:00 PM	0	68	23	1	9	0	0	0	0	0	0	0	0	101
9:00 PM	0	48	14	1	5	0	0	0	0	0	0	0	0	68
10:00 PM	0	26	7	0	2	0	0	0	0	0	0	0	0	35
11:00 PM	1	15	3	0	0	0	0	0	0	0	0	0	0	19
Total	10	4,140	1,188	9	579	35	0	1	5	0	0	0	0	5,967
Percent	0.2%	69.4%	19.9%	0.2%	9.7%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Thursday, September 29, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	4	3	0	4	0	0	0	0	0	0	0	0	11
5:00 AM	0	27	23	1	21	0	0	0	0	0	0	0	0	72
6:00 AM	1	96	83	1	97	0	0	0	0	0	0	0	0	278
7:00 AM	1	234	198	2	138	2	0	0	0	0	0	0	0	575
8:00 AM	2	228	210	0	176	1	0	0	0	1	0	0	0	618
9:00 AM	0	136	124	3	109	4	0	0	0	0	0	0	0	376
10:00 AM	0	131	132	1	88	4	0	0	0	0	0	0	0	356
11:00 AM	0	177	116	1	87	4	0	1	0	0	0	0	0	386
12:00 PM	0	223	141	1	98	5	0	0	0	0	0	0	0	468
1:00 PM	0	181	134	1	79	3	0	2	0	0	0	0	0	400
2:00 PM	0	196	162	1	79	1	0	0	0	0	0	0	0	439
3:00 PM	1	228	150	1	71	4	0	0	1	0	0	0	0	456
4:00 PM	0	254	140	0	74	0	0	0	0	0	0	0	0	468
5:00 PM	0	216	117	2	77	0	0	1	1	0	0	0	1	415
6:00 PM	0	165	99	0	53	0	0	0	0	0	0	0	0	317
7:00 PM	0	154	85	0	59	0	0	0	0	0	0	0	0	298
8:00 PM	0	65	33	0	32	0	0	1	0	0	0	0	0	131
9:00 PM	0	49	30	0	17	0	0	0	0	0	0	0	0	96
10:00 PM	1	26	16	0	8	0	0	0	0	0	0	0	0	51
11:00 PM	0	12	5	0	6	0	0	1	0	0	0	0	0	24
Total	6	2,819	2,009	15	1,375	28	0	6	2	1	0	0	1	6,262
Percent	0.1%	45.0%	32.1%	0.2%	22.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Friday, September 30, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	3	0	4	0	0	0	0	0	0	0	0	15
1:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
5:00 AM	0	18	3	0	4	1	0	0	0	0	0	0	0	26
6:00 AM	0	41	17	0	15	0	0	0	0	0	0	0	0	73
7:00 AM	0	145	48	0	26	0	0	0	0	0	0	0	0	219
8:00 AM	0	207	61	0	26	4	0	0	0	0	0	0	0	298
9:00 AM	0	208	57	0	20	5	0	0	0	0	0	0	0	290
10:00 AM	0	197	56	0	29	6	0	0	0	0	0	0	0	288
11:00 AM	1	247	74	0	43	4	0	0	0	0	0	0	0	369
12:00 PM	2	369	83	0	55	4	0	0	0	0	0	0	0	513
1:00 PM	1	297	92	1	38	3	0	0	1	0	0	0	0	433
2:00 PM	0	329	89	0	42	4	0	0	0	0	0	0	0	464
3:00 PM	0	458	139	0	53	4	0	1	0	0	0	0	0	655
4:00 PM	0	473	160	2	93	1	0	0	0	0	0	0	0	729
5:00 PM	3	503	148	0	86	0	0	1	1	1	0	0	0	743
6:00 PM	0	401	69	0	55	9	0	1	1	0	0	0	0	536
7:00 PM	0	172	53	0	24	2	0	0	0	0	0	0	0	251
8:00 PM	0	101	19	0	12	3	0	0	0	0	0	0	0	135
9:00 PM	0	51	17	0	6	1	0	0	0	0	0	0	0	75
10:00 PM	0	34	7	0	1	0	0	0	0	0	0	0	0	42
11:00 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
Total	7	4,296	1,200	3	635	51	0	3	3	1	0	0	0	6,199
Percent	0.1%	69.3%	19.4%	0.0%	10.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Friday, September 30, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
3:00 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	6	2	0	4	0	0	0	0	0	0	0	0	12
5:00 AM	0	26	19	0	14	1	0	0	0	0	0	0	0	60
6:00 AM	0	73	59	0	87	0	0	0	0	0	0	0	0	219
7:00 AM	0	221	162	0	128	3	0	0	0	0	0	0	0	514
8:00 AM	0	232	182	0	153	3	0	0	0	0	0	0	0	570
9:00 AM	0	134	150	2	98	3	0	0	0	0	0	0	0	387
10:00 AM	0	143	125	1	72	3	0	1	0	0	0	0	0	345
11:00 AM	0	170	134	1	77	4	0	1	0	0	0	0	0	387
12:00 PM	0	233	134	1	101	5	0	1	0	0	0	0	0	475
1:00 PM	0	202	151	4	85	3	0	2	1	0	0	0	0	448
2:00 PM	0	239	159	2	74	4	0	0	2	0	0	0	0	480
3:00 PM	0	283	181	1	99	2	0	0	0	0	0	0	0	566
4:00 PM	0	248	138	0	82	0	0	2	0	0	0	0	0	470
5:00 PM	1	225	170	1	95	1	0	0	0	0	0	0	0	493
6:00 PM	1	276	247	0	103	0	0	0	1	0	0	0	0	628
7:00 PM	0	149	168	0	70	0	0	0	0	0	0	0	0	387
8:00 PM	0	43	134	0	44	0	0	0	0	0	0	0	0	221
9:00 PM	0	39	75	0	29	0	0	0	0	0	0	0	0	143
10:00 PM	0	15	39	0	21	0	0	0	0	0	0	0	0	75
11:00 PM	0	16	10	0	2	0	0	0	0	0	0	0	0	28
Total	2	2,988	2,450	13	1,441	32	0	7	4	0	0	0	0	6,937
Percent	0.0%	43.1%	35.3%	0.2%	20.8%	0.5%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Saturday, October 1, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	8	3	0	0	0	0	0	1	0	0	0	0	12
4:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
6:00 AM	0	16	13	0	5	1	0	0	0	0	0	0	0	35
7:00 AM	0	45	22	0	7	0	0	0	0	0	0	0	0	74
8:00 AM	0	89	30	0	14	1	0	0	0	0	0	0	0	134
9:00 AM	0	150	71	0	37	2	0	2	0	0	0	0	0	262
10:00 AM	0	195	61	0	38	1	0	0	0	0	0	0	0	295
11:00 AM	0	300	80	0	42	2	0	0	0	0	0	0	0	424
12:00 PM	0	313	76	0	34	4	0	0	0	0	0	0	0	427
1:00 PM	0	304	76	1	39	1	0	0	0	0	0	0	0	421
2:00 PM	2	318	66	3	31	0	0	0	0	0	0	0	0	420
3:00 PM	1	276	90	0	30	1	0	0	0	0	0	0	0	398
4:00 PM	0	260	67	0	36	0	0	0	0	0	0	0	0	363
5:00 PM	1	210	55	0	29	0	0	0	0	0	0	0	0	295
6:00 PM	0	207	65	0	30	0	0	0	1	0	0	0	0	303
7:00 PM	0	141	42	0	13	0	0	0	0	0	0	0	0	196
8:00 PM	1	101	22	0	10	0	0	0	0	0	0	0	0	134
9:00 PM	0	83	8	1	6	0	0	0	0	0	0	0	0	98
10:00 PM	0	29	15	0	4	0	0	0	0	0	0	0	0	48
11:00 PM	0	25	5	0	0	0	0	0	0	0	0	0	0	30
Total	5	3,112	874	5	407	13	0	2	2	0	0	0	0	4,420
Percent	0.1%	70.4%	19.8%	0.1%	9.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Saturday, October 1, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	5	0	1	0	0	0	0	0	0	0	0	13
1:00 AM	0	5	4	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	2	6	0	1	0	0	0	0	0	0	0	0	9
3:00 AM	0	3	5	0	2	0	0	0	0	0	0	0	0	10
4:00 AM	0	2	10	0	2	0	0	0	0	0	0	0	0	14
5:00 AM	0	11	9	1	8	0	0	0	0	0	0	0	0	29
6:00 AM	0	18	13	0	19	0	0	0	0	0	0	0	0	50
7:00 AM	0	47	43	0	33	0	0	1	0	0	0	0	0	124
8:00 AM	0	82	72	0	61	0	0	0	0	0	0	0	0	215
9:00 AM	1	109	99	0	69	0	0	0	0	0	0	0	0	278
10:00 AM	0	112	99	0	81	0	0	0	0	0	0	0	0	292
11:00 AM	0	221	164	0	90	1	0	0	0	0	0	0	0	476
12:00 PM	0	171	191	0	92	0	0	0	0	0	0	0	0	454
1:00 PM	1	200	140	0	87	0	0	0	1	0	0	0	0	429
2:00 PM	0	222	155	1	74	0	0	0	0	0	0	0	1	453
3:00 PM	0	249	137	0	78	0	0	0	0	0	0	0	0	464
4:00 PM	0	200	152	0	68	0	0	1	0	0	0	0	0	421
5:00 PM	0	181	131	1	75	0	0	0	0	0	0	0	0	388
6:00 PM	0	141	106	0	59	0	0	0	0	0	0	0	0	306
7:00 PM	0	114	98	0	42	0	0	0	0	0	0	0	0	254
8:00 PM	0	86	52	0	25	0	0	0	0	0	0	0	0	163
9:00 PM	0	47	35	0	16	0	0	0	0	0	0	0	0	98
10:00 PM	0	26	20	0	14	0	0	0	0	0	0	0	0	60
11:00 PM	0	12	13	0	4	0	0	0	0	0	0	0	0	29
Total	2	2,268	1,759	3	1,002	1	0	2	1	0	0	0	1	5,039
Percent	0.0%	45.0%	34.9%	0.1%	19.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Sunday, October 2, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	10	0	3	0	0	0	0	0	0	0	0	25
1:00 AM	0	14	3	0	2	0	0	0	0	0	0	0	0	19
2:00 AM	0	10	3	0	3	0	0	0	0	0	0	0	0	16
3:00 AM	0	5	3	1	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	8	5	0	1	0	0	0	0	0	0	0	0	14
6:00 AM	0	21	4	1	5	0	0	0	0	0	0	0	0	31
7:00 AM	0	25	10	0	4	0	0	0	0	0	0	0	0	39
8:00 AM	0	51	21	0	6	0	0	0	0	0	0	0	0	78
9:00 AM	0	113	35	0	16	0	0	0	0	0	0	0	0	164
10:00 AM	0	186	49	0	15	0	0	0	0	0	0	0	0	250
11:00 AM	1	259	58	0	19	0	0	1	0	0	0	0	0	338
12:00 PM	1	259	73	0	17	0	0	0	0	0	0	0	0	350
1:00 PM	1	263	75	0	30	0	0	0	0	0	0	0	0	369
2:00 PM	0	300	75	1	20	0	0	0	0	0	0	0	0	396
3:00 PM	0	247	66	0	17	0	0	1	0	0	0	0	0	331
4:00 PM	0	214	59	1	16	0	0	0	0	0	0	0	0	290
5:00 PM	0	184	53	0	15	0	0	0	0	0	0	0	0	252
6:00 PM	0	170	44	0	26	4	0	0	0	0	0	0	0	244
7:00 PM	0	86	23	1	6	0	0	0	0	0	0	0	0	116
8:00 PM	0	48	22	1	4	0	0	0	0	0	0	0	0	75
9:00 PM	0	32	8	0	2	1	0	0	0	0	0	0	0	43
10:00 PM	0	14	6	0	3	3	0	0	0	0	0	0	0	26
11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Total	3	2,534	706	6	230	8	0	2	0	0	0	0	0	3,489
Percent	0.1%	72.6%	20.2%	0.2%	6.6%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Sunday, October 2, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	7	0	9	0	0	0	0	0	0	0	0	30
1:00 AM	0	7	5	0	4	0	0	0	0	0	0	0	0	16
2:00 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	10
4:00 AM	0	4	4	0	1	0	0	0	0	0	0	0	0	9
5:00 AM	0	7	11	1	8	0	0	0	0	0	0	0	0	27
6:00 AM	0	9	9	0	3	0	0	0	0	0	0	0	0	21
7:00 AM	0	19	28	0	10	0	0	0	0	0	0	0	0	57
8:00 AM	0	47	35	0	23	0	0	0	0	0	0	0	0	105
9:00 AM	0	71	66	0	41	0	0	0	0	0	0	0	0	178
10:00 AM	0	117	79	0	47	0	0	0	0	0	0	0	0	243
11:00 AM	0	165	106	0	57	0	0	0	0	0	0	0	0	328
12:00 PM	0	215	162	2	90	0	0	2	2	0	0	0	0	473
1:00 PM	0	292	203	1	106	0	0	2	3	1	0	0	0	608
2:00 PM	0	205	117	0	79	0	0	1	1	0	0	0	0	403
3:00 PM	0	194	132	0	63	0	0	0	0	0	0	0	0	389
4:00 PM	0	181	118	0	71	0	0	0	0	0	0	0	0	370
5:00 PM	0	168	106	0	60	0	0	0	0	0	0	0	0	334
6:00 PM	0	122	109	0	43	0	0	1	0	0	0	0	0	275
7:00 PM	0	112	73	0	29	0	0	0	0	0	0	0	0	214
8:00 PM	0	65	36	0	16	0	0	0	0	0	0	0	0	117
9:00 PM	0	19	33	0	12	0	0	0	0	0	0	0	0	64
10:00 PM	0	9	19	0	10	0	0	0	0	0	0	0	0	38
11:00 PM	0	5	11	1	4	0	0	0	0	0	0	0	0	21
Total	0	2,061	1,476	5	788	0	0	6	6	1	0	0	0	4,343
Percent	0.0%	47.5%	34.0%	0.1%	18.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Monday, October 3, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	14	6	0	3	0	0	0	0	0	0	0	0	23
6:00 AM	1	55	20	0	12	0	0	0	1	0	0	0	0	89
7:00 AM	2	134	36	1	16	0	0	0	0	0	0	0	0	189
8:00 AM	2	193	50	0	31	2	0	0	0	0	0	0	0	278
9:00 AM	1	160	54	0	28	0	0	0	1	0	0	0	0	244
10:00 AM	1	204	64	1	28	2	0	0	0	0	0	0	0	300
11:00 AM	1	258	73	0	25	1	0	0	0	0	0	0	0	358
12:00 PM	2	307	81	2	36	1	0	2	1	0	0	0	0	432
1:00 PM	2	302	90	2	39	2	0	0	0	0	0	0	0	437
2:00 PM	1	280	88	0	39	0	0	0	0	0	0	0	0	408
3:00 PM	0	400	123	1	37	0	0	1	1	0	0	0	0	563
4:00 PM	1	461	137	0	72	1	0	1	0	1	0	0	0	674
5:00 PM	0	516	176	0	73	2	0	1	1	0	0	0	0	769
6:00 PM	2	383	138	0	66	1	0	0	1	0	0	0	0	591
7:00 PM	0	153	54	0	19	0	0	0	0	0	0	0	0	226
8:00 PM	0	65	14	1	7	0	0	0	0	0	0	0	0	87
9:00 PM	0	31	11	0	4	0	0	0	0	0	0	0	0	46
10:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
Total	16	3,960	1,229	8	537	12	0	5	6	1	0	0	0	5,774
Percent	0.3%	68.6%	21.3%	0.1%	9.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Monday, October 3, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	6	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	9
2:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	1	0	4	0	0	0	0	0	0	0	0	6
5:00 AM	0	20	22	1	24	1	0	0	0	0	0	0	0	68
6:00 AM	0	92	62	0	75	0	0	0	0	0	0	0	0	229
7:00 AM	0	365	244	1	245	3	0	0	1	0	0	0	0	859
8:00 AM	0	285	184	0	166	1	0	0	0	1	0	0	0	637
9:00 AM	0	141	108	1	107	2	0	0	1	0	0	0	0	360
10:00 AM	0	133	105	1	84	0	0	1	0	1	0	0	0	325
11:00 AM	1	178	146	1	81	1	0	1	0	0	0	0	0	409
12:00 PM	0	223	138	0	80	0	0	1	0	0	0	0	0	442
1:00 PM	0	222	134	1	73	1	0	2	1	0	0	0	0	434
2:00 PM	0	227	119	0	78	2	0	0	0	0	0	0	0	426
3:00 PM	1	260	142	1	90	0	0	0	0	0	0	0	0	494
4:00 PM	0	253	132	0	73	2	0	2	0	0	0	0	0	462
5:00 PM	1	235	150	0	78	0	0	0	0	0	0	0	0	464
6:00 PM	0	174	113	0	69	0	0	0	0	0	0	0	0	356
7:00 PM	0	106	81	0	45	0	0	0	0	0	0	0	0	232
8:00 PM	0	73	47	0	26	0	0	0	0	0	0	0	0	146
9:00 PM	0	29	32	0	15	0	0	0	0	0	0	0	0	76
10:00 PM	0	21	16	0	8	0	0	0	0	0	0	0	0	45
11:00 PM	0	8	9	0	1	0	0	0	0	0	0	0	0	18
Total	3	3,056	1,999	7	1,425	13	0	7	3	2	0	0	0	6,515
Percent	0.0%	46.9%	30.7%	0.1%	21.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	4	0	2	0	0	0	0	0	0	0	0	14
1:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	14	5	0	3	0	0	0	0	0	0	0	0	22
6:00 AM	0	39	17	0	10	0	0	0	0	0	0	0	0	66
7:00 AM	0	118	35	0	19	0	0	0	0	0	0	0	0	172
8:00 AM	2	165	44	0	20	2	0	0	0	0	0	0	0	233
9:00 AM	0	161	59	0	26	2	0	0	1	0	0	0	0	249
10:00 AM	1	210	62	0	30	2	0	0	0	0	0	0	0	305
11:00 AM	1	254	74	0	34	2	0	0	0	0	0	0	0	365
12:00 PM	1	308	76	0	36	2	0	0	0	0	0	0	0	423
1:00 PM	1	287	86	1	38	2	0	0	0	0	0	0	0	415
2:00 PM	1	306	84	1	39	1	0	0	0	0	0	0	0	432
3:00 PM	0	359	113	0	38	2	0	0	0	0	0	0	0	512
4:00 PM	0	398	118	0	58	1	0	0	0	0	0	0	0	575
5:00 PM	2	427	128	0	61	1	0	1	0	0	0	0	0	620
6:00 PM	1	338	99	0	52	3	0	0	1	0	0	0	0	494
7:00 PM	1	165	49	0	19	0	0	0	0	0	0	0	0	234
8:00 PM	0	83	22	1	8	0	0	0	0	0	0	0	0	114
9:00 PM	0	46	11	1	5	0	0	0	0	0	0	0	0	63
10:00 PM	0	23	7	0	2	0	0	0	0	0	0	0	0	32
11:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Total	11	3,742	1,100	4	501	20	0	1	2	0	0	0	0	5,381
Percent	0.2%	69.5%	20.4%	0.1%	9.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	4	0	2	0	0	0	0	0	0	0	0	14
1:00 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	9
2:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	3	4	0	3	0	0	0	0	0	0	0	0	10
5:00 AM	0	21	17	1	17	1	0	0	0	0	0	0	0	57
6:00 AM	0	65	53	0	67	0	0	0	0	0	0	0	0	185
7:00 AM	0	197	148	0	122	1	0	0	0	0	0	0	0	468
8:00 AM	0	186	142	0	120	1	0	0	0	0	0	0	0	449
9:00 AM	0	128	109	1	88	2	0	0	0	0	0	0	0	328
10:00 AM	0	134	110	0	77	1	0	0	0	0	0	0	0	322
11:00 AM	0	184	128	1	78	2	0	1	0	0	0	0	0	394
12:00 PM	0	208	148	1	88	2	0	1	0	0	0	0	0	448
1:00 PM	0	214	146	1	85	2	0	1	1	0	0	0	0	450
2:00 PM	0	214	140	1	75	1	0	0	0	0	0	0	0	431
3:00 PM	0	236	145	1	79	1	0	0	0	0	0	0	0	462
4:00 PM	0	226	135	0	72	1	0	1	0	0	0	0	0	435
5:00 PM	0	212	133	1	76	0	0	0	0	0	0	0	0	422
6:00 PM	0	169	125	0	63	0	0	0	0	0	0	0	0	357
7:00 PM	0	129	95	0	49	0	0	0	0	0	0	0	0	273
8:00 PM	0	70	58	0	28	0	0	0	0	0	0	0	0	156
9:00 PM	0	39	39	0	17	0	0	0	0	0	0	0	0	95
10:00 PM	0	19	19	0	11	0	0	0	0	0	0	0	0	49
11:00 PM	0	9	8	0	3	0	0	0	0	0	0	0	0	20
Total	0	2,680	1,914	8	1,223	15	0	4	1	0	0	0	0	5,845
Percent	0.0%	45.9%	32.7%	0.1%	20.9%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
5:00 AM	0	17	6	0	3	0	0	0	0	0	0	0	0	26
6:00 AM	0	47	22	0	11	0	0	0	0	0	0	0	0	82
7:00 AM	0	159	43	0	27	1	0	0	0	0	0	0	0	231
8:00 AM	5	204	48	0	21	2	0	0	0	0	0	0	0	280
9:00 AM	0	166	65	0	27	1	0	0	1	0	0	0	0	260
10:00 AM	2	228	68	0	32	2	0	0	0	0	0	0	0	333
11:00 AM	0	238	77	1	37	3	0	0	1	0	0	0	0	357
12:00 PM	1	304	74	0	36	2	0	0	0	0	0	0	0	417
1:00 PM	2	281	91	1	41	3	0	0	1	0	0	0	0	419
2:00 PM	1	304	90	1	48	1	0	0	0	0	0	0	0	445
3:00 PM	1	378	124	1	43	2	0	0	0	0	0	0	0	548
4:00 PM	1	460	133	0	64	1	0	0	1	0	0	0	0	659
5:00 PM	3	525	154	0	74	1	0	1	0	0	0	0	0	758
6:00 PM	1	401	126	0	63	1	0	0	1	0	0	0	0	595
7:00 PM	1	202	58	0	23	0	0	0	0	0	0	0	0	284
8:00 PM	0	90	25	1	7	0	0	0	0	0	0	0	0	123
9:00 PM	0	41	12	1	5	0	0	0	0	0	0	0	0	60
10:00 PM	0	23	6	0	1	0	0	0	0	0	0	0	0	30
11:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
Total	19	4,096	1,232	7	565	22	0	2	6	1	0	0	0	5,950
Percent	0.3%	68.8%	20.7%	0.1%	9.5%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	4	3	0	4	0	0	0	0	0	0	0	0	10
5:00 AM	0	28	20	1	22	1	0	0	0	0	0	0	0	71
6:00 AM	0	89	75	0	96	0	0	0	0	0	0	0	0	261
7:00 AM	0	241	186	1	147	1	0	0	0	0	0	0	0	576
8:00 AM	1	218	174	1	147	2	0	0	0	0	0	0	0	542
9:00 AM	0	146	112	2	101	3	0	0	0	0	0	0	0	365
10:00 AM	0	144	121	0	84	2	0	0	0	0	0	0	0	351
11:00 AM	0	184	116	1	81	3	0	1	0	0	0	0	0	386
12:00 PM	0	205	138	1	85	2	0	1	0	0	0	0	0	432
1:00 PM	0	193	130	1	82	2	0	1	1	0	0	0	0	410
2:00 PM	0	203	143	1	73	1	0	0	0	0	0	0	0	421
3:00 PM	0	223	141	1	75	2	0	0	0	0	0	0	0	443
4:00 PM	0	234	135	0	71	1	0	1	0	0	0	0	0	441
5:00 PM	0	225	124	1	76	1	0	0	0	0	0	0	0	427
6:00 PM	0	156	100	0	56	0	0	0	0	0	0	0	0	313
7:00 PM	0	140	83	0	53	0	0	0	0	0	0	0	0	275
8:00 PM	0	74	45	0	29	0	0	0	0	0	0	0	0	149
9:00 PM	0	46	33	0	15	0	0	0	0	0	0	0	0	94
10:00 PM	1	20	13	0	8	0	0	0	0	0	0	0	0	42
11:00 PM	0	8	4	0	3	0	0	0	0	0	0	0	0	15
Total	3	2,794	1,904	10	1,309	21	0	5	3	0	0	0	1	6,050
Percent	0.0%	46.2%	31.5%	0.2%	21.6%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Midland Ave BTWN E Wulfsohn & E Meadows

Count Direction: Northbound / Southbound

Date Range: 9/27/2022 to 10/3/2022

Site Code: 06

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	17	3	14	60	545	5,449	17,225	11,966	2,221	200	13	12	2	5	0	1	0	37,733
Percent	0.0%	0.0%	0.0%	0.2%	1.4%	14.4%	45.6%	31.7%	5.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	31	140	149	127	467	2,829	9,880	15,490	9,198	2,252	353	53	10	4	1	0	0	40,984
Percent	0.1%	0.3%	0.4%	0.3%	1.1%	6.9%	24.1%	37.8%	22.4%	5.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	48	143	163	187	1,012	8,278	27,105	27,456	11,419	2,452	366	65	12	9	1	1	0	78,717
Percent	0.1%	0.2%	0.2%	0.2%	1.3%	10.5%	34.4%	34.9%	14.5%	3.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)	38.8	mph		Mean (Average) Speed	38.9	mph	
85th Percentile	42.9	mph		10 mph Pace	34.1 - 44.1	mph	
95th Percentile	45.5	mph		Percent in Pace	79.1	%	
Southbound				Southbound			
50th Percentile (Median)	42.2	mph		Mean (Average) Speed	42.0	mph	
85th Percentile	47.4	mph		10 mph Pace	37.4 - 47.4	mph	
95th Percentile	50.8	mph		Percent in Pace	66.5	%	

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Tuesday, September 27, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	1	1	2	3	2	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	0	0	5	10	12	3	0	0	0	0	0	0	0	0	30
6:00 AM	0	0	0	0	1	7	20	34	11	0	0	0	0	0	0	0	0	73
7:00 AM	0	0	0	0	0	16	74	105	31	2	0	0	0	0	0	0	0	228
8:00 AM	8	2	5	2	0	23	81	85	16	3	0	0	0	0	0	0	0	225
9:00 AM	0	0	0	0	1	19	110	102	30	4	0	0	0	0	0	0	0	266
10:00 AM	0	0	0	0	4	44	153	120	16	3	0	0	0	0	0	0	0	340
11:00 AM	0	0	0	1	5	35	181	114	11	2	0	0	0	0	0	0	0	349
12:00 PM	0	0	0	2	4	79	201	113	20	3	0	0	0	0	0	0	0	422
1:00 PM	0	0	0	0	3	29	199	138	35	2	0	0	0	0	0	0	0	406
2:00 PM	0	0	0	0	13	58	210	138	20	1	1	0	0	0	0	0	0	441
3:00 PM	0	0	0	0	18	63	229	210	32	3	0	0	0	0	0	0	0	555
4:00 PM	0	0	0	0	5	77	309	239	34	2	0	0	0	0	0	0	0	666
5:00 PM	0	0	0	0	0	56	346	316	40	4	0	0	0	0	0	0	0	762
6:00 PM	0	0	0	0	3	65	272	190	42	1	0	1	0	0	0	0	0	574
7:00 PM	0	0	0	0	4	42	117	68	16	0	0	0	0	0	0	0	0	247
8:00 PM	0	0	0	0	3	23	61	44	7	2	0	0	0	0	0	0	0	140
9:00 PM	0	0	0	0	3	14	18	15	4	1	0	0	0	0	0	0	0	55
10:00 PM	0	0	0	0	0	7	8	8	6	2	0	1	0	0	0	0	0	32
11:00 PM	0	0	0	0	0	2	4	8	0	1	0	0	0	0	0	0	0	15
Total	8	2	5	5	69	669	2,609	2,066	376	36	1	2	0	0	0	0	0	5,848
Percent	0.1%	0.0%	0.1%	0.1%	1.2%	11.4%	44.6%	35.3%	6.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.3	mph	Mean (Average) Speed	39.2	mph
85th Percentile	43.3	mph	10 mph Pace	34.8 - 44.8	mph
95th Percentile	45.7	mph	Percent in Pace	80.4	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Tuesday, September 27, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	5	0	3	1	1	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	1	12	25	14	14	1	0	0	0	0	0	0	67
6:00 AM	0	0	0	0	2	11	46	97	91	13	2	0	0	0	0	0	0	262
7:00 AM	0	0	0	0	4	26	89	278	157	26	3	0	0	0	0	0	0	583
8:00 AM	15	43	30	6	20	13	41	103	112	21	1	1	0	0	0	0	0	406
9:00 AM	0	0	0	0	1	8	63	145	108	30	5	1	0	0	0	0	0	361
10:00 AM	0	0	0	1	4	30	91	124	81	15	0	0	0	0	0	0	0	346
11:00 AM	0	0	0	0	5	26	103	161	82	9	4	0	0	0	0	0	0	390
12:00 PM	0	0	0	0	0	26	131	173	70	14	3	1	0	0	0	0	0	418
1:00 PM	0	0	0	0	2	21	114	146	88	21	1	0	0	0	0	0	0	393
2:00 PM	0	0	1	0	2	25	108	160	73	10	7	0	0	0	0	0	0	386
3:00 PM	0	0	0	0	1	35	113	224	91	11	3	0	0	0	0	0	0	478
4:00 PM	0	0	0	0	4	14	85	172	111	18	1	0	0	0	0	0	0	405
5:00 PM	0	0	0	0	1	24	100	178	100	25	2	0	0	0	0	0	0	430
6:00 PM	0	0	0	0	2	30	84	133	57	7	0	0	0	1	0	0	0	314
7:00 PM	0	0	0	0	2	43	94	81	38	4	1	1	0	0	0	0	0	264
8:00 PM	0	0	0	2	3	15	53	55	31	3	1	0	0	0	0	0	0	163
9:00 PM	0	0	0	0	5	16	21	21	18	6	1	0	0	0	0	0	0	88
10:00 PM	0	0	0	0	0	2	6	10	8	5	3	0	0	0	0	0	0	34
11:00 PM	0	0	0	0	0	1	4	1	5	0	0	0	0	0	0	0	0	11
Total	15	43	31	10	58	370	1,366	2,294	1,343	253	40	4	0	1	0	0	0	5,828
Percent	0.3%	0.7%	0.5%	0.2%	1.0%	6.3%	23.4%	39.4%	23.0%	4.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.3	mph	Mean (Average) Speed	41.8	mph
85th Percentile	47.2	mph	10 mph Pace	37.4 - 47.4	mph
95th Percentile	50.1	mph	Percent in Pace	68.17	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Wednesday, September 28, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	3	1	3	3	0	0	0	1	0	0	0	0	12
1:00 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	1	0	7
5:00 AM	0	0	0	0	0	2	6	12	7	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	2	1	3	10	32	42	11	1	0	0	0	0	0	0	0	102
7:00 AM	0	0	0	0	3	21	88	92	24	3	0	0	0	0	0	0	0	231
8:00 AM	3	1	0	1	3	19	118	128	30	1	0	0	0	0	0	0	0	304
9:00 AM	0	0	0	0	0	21	93	100	25	2	0	0	0	0	0	0	0	241
10:00 AM	0	0	0	0	2	41	128	113	22	2	0	0	0	0	0	0	0	308
11:00 AM	0	0	0	0	2	51	180	116	20	2	0	0	0	0	0	0	0	371
12:00 PM	0	0	0	0	0	39	196	162	23	1	0	0	0	0	0	0	0	421
1:00 PM	0	0	0	0	6	64	190	142	24	0	0	0	0	0	0	0	0	426
2:00 PM	0	0	0	0	0	55	218	192	24	3	0	0	0	0	0	0	0	492
3:00 PM	0	0	0	0	4	68	250	172	37	1	0	0	0	0	0	0	0	532
4:00 PM	0	0	0	0	4	73	304	227	38	2	0	0	0	0	0	0	0	648
5:00 PM	2	0	0	0	5	74	344	262	54	3	0	1	0	2	0	0	0	747
6:00 PM	0	0	0	4	6	70	259	213	44	2	0	0	0	0	0	0	0	598
7:00 PM	0	0	0	4	14	68	142	97	11	1	0	0	0	0	0	0	0	337
8:00 PM	0	0	0	0	3	24	63	29	8	1	0	1	0	0	0	0	0	129
9:00 PM	0	0	0	0	0	14	25	13	3	1	0	0	0	0	0	0	0	56
10:00 PM	0	0	0	0	0	2	14	5	3	0	0	0	0	0	0	0	0	24
11:00 PM	0	0	0	0	1	2	3	8	0	0	0	0	0	0	0	0	0	14
Total	5	1	2	10	57	725	2,657	2,132	414	27	0	2	1	2	0	1	0	6,036
Percent	0.1%	0.0%	0.0%	0.2%	0.9%	12.0%	44.0%	35.3%	6.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.4	mph	Mean (Average) Speed	39.3	mph
85th Percentile	43.3	mph	10 mph Pace	34.2 - 44.2	mph
95th Percentile	45.9	mph	Percent in Pace	80.0	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Wednesday, September 28, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	7
4:00 AM	0	0	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	0	0	2	8	26	22	13	2	0	1	0	0	0	0	74
6:00 AM	0	0	0	0	0	3	62	86	63	26	2	0	0	0	0	0	0	242
7:00 AM	0	0	0	0	3	14	145	275	109	23	1	0	0	0	0	0	0	570
8:00 AM	1	29	25	11	21	31	84	203	161	34	3	0	0	0	0	0	0	603
9:00 AM	0	0	0	0	0	11	63	133	118	25	7	1	0	0	0	0	0	358
10:00 AM	0	0	0	0	0	14	87	138	89	18	5	1	0	0	0	0	0	352
11:00 AM	0	0	0	0	1	17	74	157	98	30	5	1	0	0	0	0	0	383
12:00 PM	0	0	0	5	1	19	102	173	85	23	3	0	0	0	0	0	0	411
1:00 PM	0	0	0	0	2	16	109	185	105	16	2	1	0	0	0	0	0	436
2:00 PM	0	0	0	1	5	20	88	178	119	26	2	0	0	0	0	0	0	439
3:00 PM	0	0	0	0	2	21	115	155	78	22	2	0	0	0	0	0	0	395
4:00 PM	0	0	0	0	4	32	100	158	107	42	6	0	0	0	0	0	0	449
5:00 PM	0	0	0	0	1	18	94	176	109	35	3	0	0	0	0	0	0	436
6:00 PM	0	0	0	0	2	25	66	119	74	18	5	0	0	0	0	0	0	309
7:00 PM	0	0	0	1	5	45	80	83	36	14	0	0	0	0	0	0	0	264
8:00 PM	0	0	0	0	5	14	38	61	28	6	0	1	0	0	0	0	0	153
9:00 PM	0	0	1	0	7	16	22	20	26	6	0	0	0	0	0	0	0	98
10:00 PM	0	0	0	0	0	4	14	9	13	1	0	0	1	0	0	0	0	42
11:00 PM	0	0	0	0	0	1	2	2	6	0	0	0	0	0	0	0	0	11
Total	1	29	26	18	59	323	1,358	2,350	1,459	382	48	5	2	0	0	0	0	6,060
Percent	0.0%	0.5%	0.4%	0.3%	1.0%	5.3%	22.4%	38.8%	24.1%	6.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.6	mph	Mean (Average) Speed	42.4	mph
85th Percentile	47.8	mph	10 mph Pace	37.7 - 47.7	mph
95th Percentile	51.0	mph	Percent in Pace	68.17	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Thursday, September 29, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	3	1	4	1	1	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	0	0	3	6	8	3	1	0	0	0	0	0	0	0	21
6:00 AM	0	0	0	0	0	3	24	33	9	1	0	0	0	0	0	0	0	70
7:00 AM	0	0	0	1	8	29	94	86	12	3	0	0	0	0	0	0	0	233
8:00 AM	0	0	0	2	3	39	128	108	30	2	0	0	0	0	0	0	0	312
9:00 AM	0	0	0	1	5	47	129	72	19	0	0	0	0	0	0	0	0	273
10:00 AM	0	0	0	3	4	56	151	116	20	0	0	0	0	0	0	0	0	350
11:00 AM	0	0	0	5	8	55	165	100	15	3	0	0	0	0	0	0	0	351
12:00 PM	0	0	0	2	5	48	219	107	26	2	0	0	0	0	0	0	0	409
1:00 PM	0	0	0	2	13	79	191	121	17	1	0	0	0	0	0	0	0	424
2:00 PM	0	0	0	1	4	65	204	112	16	1	0	0	0	0	0	0	0	403
3:00 PM	0	0	0	4	5	83	239	200	26	1	0	0	0	0	0	0	0	558
4:00 PM	0	0	0	1	1	97	349	186	28	2	0	0	0	0	0	0	0	664
5:00 PM	0	0	0	0	1	73	341	302	44	4	0	0	0	0	0	0	0	765
6:00 PM	0	0	0	0	7	113	311	163	20	0	0	0	0	0	0	0	0	614
7:00 PM	0	0	0	0	15	59	120	62	12	1	0	0	0	0	0	0	0	269
8:00 PM	0	0	0	0	2	11	51	31	6	0	0	0	0	0	0	0	0	101
9:00 PM	0	0	0	0	0	13	27	20	8	0	0	0	0	0	0	0	0	68
10:00 PM	0	0	0	0	0	6	7	16	4	2	0	0	0	0	0	0	0	35
11:00 PM	0	0	0	0	1	1	3	4	6	3	0	0	0	1	0	0	0	19
Total	0	0	0	22	83	889	2,765	1,854	325	28	0	0	0	1	0	0	0	5,967
Percent	0.0%	0.0%	0.0%	0.4%	1.4%	14.9%	46.3%	31.1%	5.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.7	mph	Mean (Average) Speed	38.7	mph
85th Percentile	42.7	mph	10 mph Pace	33.7 - 43.7	mph
95th Percentile	45.3	mph	Percent in Pace	80.0	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Thursday, September 29, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	3	2	3	3	0	0	0	0	0	0	0	13
1:00 AM	0	0	0	0	0	0	2	6	0	3	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	3	3	4	1	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	2	13	26	24	4	3	0	0	0	0	0	0	72
6:00 AM	0	0	0	0	0	15	49	111	87	10	3	1	1	0	1	0	0	278
7:00 AM	0	0	0	0	10	30	139	241	129	24	2	0	0	0	0	0	0	575
8:00 AM	0	0	0	0	5	42	149	268	128	18	7	1	0	0	0	0	0	618
9:00 AM	0	0	0	0	3	25	90	144	94	17	3	0	0	0	0	0	0	376
10:00 AM	0	0	0	0	1	16	68	134	106	27	4	0	0	0	0	0	0	356
11:00 AM	0	0	0	0	7	26	75	141	111	25	1	0	0	0	0	0	0	386
12:00 PM	0	0	0	0	4	37	167	162	78	16	4	0	0	0	0	0	0	468
1:00 PM	0	0	0	0	10	35	99	170	61	21	4	0	0	0	0	0	0	400
2:00 PM	0	0	0	0	5	30	111	181	91	18	3	0	0	0	0	0	0	439
3:00 PM	0	0	0	1	1	26	99	217	91	19	2	0	0	0	0	0	0	456
4:00 PM	0	0	0	7	5	25	131	177	96	25	2	0	0	0	0	0	0	468
5:00 PM	0	0	0	5	7	29	92	160	97	20	5	0	0	0	0	0	0	415
6:00 PM	0	0	0	0	4	25	89	122	63	11	3	0	0	0	0	0	0	317
7:00 PM	0	0	0	0	7	40	124	86	36	5	0	0	0	0	0	0	0	298
8:00 PM	0	0	0	0	15	19	33	40	17	6	1	0	0	0	0	0	0	131
9:00 PM	0	0	0	0	3	11	32	27	20	2	0	1	0	0	0	0	0	96
10:00 PM	0	0	0	0	0	5	11	17	13	3	1	0	1	0	0	0	0	51
11:00 PM	0	0	0	0	0	4	4	11	4	1	0	0	0	0	0	0	0	24
Total	0	0	0	13	87	444	1,585	2,446	1,354	279	48	3	2	0	1	0	0	6,262
Percent	0.0%	0.0%	0.0%	0.2%	1.4%	7.1%	25.3%	39.1%	21.6%	4.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.1	mph	Mean (Average) Speed	41.9	mph
85th Percentile	47.1	mph	10 mph Pace	37.4 - 47.4	mph
95th Percentile	50.2	mph	Percent in Pace	68.56	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
 Date Range: 9/27/2022 to 10/3/2022
 Site Code: 06

Friday, September 30, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	4	4	6	1	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	4	12	8	0	2	0	0	0	0	0	0	0	26
6:00 AM	0	0	0	0	2	7	24	29	10	1	0	0	0	0	0	0	0	73
7:00 AM	0	0	0	0	1	14	88	99	14	2	1	0	0	0	0	0	0	219
8:00 AM	0	0	0	1	5	22	108	134	25	3	0	0	0	0	0	0	0	298
9:00 AM	0	0	1	1	8	39	135	86	14	5	0	1	0	0	0	0	0	290
10:00 AM	0	0	0	2	6	55	130	79	14	2	0	0	0	0	0	0	0	288
11:00 AM	0	0	0	3	11	72	179	80	21	3	0	0	0	0	0	0	0	369
12:00 PM	0	0	0	2	15	103	272	108	11	2	0	0	0	0	0	0	0	513
1:00 PM	0	0	2	0	6	71	237	103	13	1	0	0	0	0	0	0	0	433
2:00 PM	0	0	0	2	8	98	201	143	10	0	2	0	0	0	0	0	0	464
3:00 PM	0	0	1	1	16	153	341	125	18	0	0	0	0	0	0	0	0	655
4:00 PM	0	0	0	0	32	210	324	145	16	2	0	0	0	0	0	0	0	729
5:00 PM	0	0	0	2	32	204	349	143	12	0	1	0	0	0	0	0	0	743
6:00 PM	0	0	0	0	17	135	247	119	17	1	0	0	0	0	0	0	0	536
7:00 PM	0	0	0	0	5	66	113	59	7	1	0	0	0	0	0	0	0	251
8:00 PM	0	0	0	0	1	19	60	50	5	0	0	0	0	0	0	0	0	135
9:00 PM	0	0	0	0	3	11	40	17	4	0	0	0	0	0	0	0	0	75
10:00 PM	0	0	0	0	0	3	14	21	4	0	0	0	0	0	0	0	0	42
11:00 PM	0	0	0	0	1	2	4	8	4	0	0	0	0	0	0	0	0	19
Total	0	0	4	14	170	1,293	2,890	1,575	223	25	4	1	0	0	0	0	0	6,199
Percent	0.0%	0.0%	0.1%	0.2%	2.7%	20.9%	46.6%	25.4%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.8	mph	Mean (Average) Speed	37.9	mph
85th Percentile	42.2	mph	10 mph Pace	33.3 - 43.3	mph
95th Percentile	44.6	mph	Percent in Pace	78.7	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Friday, September 30, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	1	4	1	2	1	0	0	0	0	0	0	11
1:00 AM	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	1	0	2	2	2	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	12
5:00 AM	0	0	0	0	0	1	10	21	18	8	2	0	0	0	0	0	0	60
6:00 AM	0	0	0	0	0	15	38	83	59	23	0	1	0	0	0	0	0	219
7:00 AM	0	0	0	0	1	22	106	207	138	40	0	0	0	0	0	0	0	514
8:00 AM	0	0	0	1	8	17	116	222	182	21	3	0	0	0	0	0	0	570
9:00 AM	0	0	0	0	1	20	83	150	104	27	0	2	0	0	0	0	0	387
10:00 AM	0	0	0	0	3	27	84	115	93	19	4	0	0	0	0	0	0	345
11:00 AM	0	0	0	1	1	24	97	157	79	24	4	0	0	0	0	0	0	387
12:00 PM	0	0	0	0	6	46	153	168	79	18	5	0	0	0	0	0	0	475
1:00 PM	0	0	0	0	2	25	116	169	107	26	3	0	0	0	0	0	0	448
2:00 PM	0	0	0	0	5	52	116	196	93	14	2	2	0	0	0	0	0	480
3:00 PM	0	0	0	0	7	57	173	211	104	12	1	1	0	0	0	0	0	566
4:00 PM	0	0	0	0	4	42	147	187	74	12	2	2	0	0	0	0	0	470
5:00 PM	0	0	1	7	11	49	133	198	78	14	2	0	0	0	0	0	0	493
6:00 PM	0	0	0	1	9	75	206	236	85	12	4	0	0	0	0	0	0	628
7:00 PM	0	0	0	2	15	63	130	119	52	4	2	0	0	0	0	0	0	387
8:00 PM	0	0	0	0	6	17	61	76	42	14	4	1	0	0	0	0	0	221
9:00 PM	0	0	0	2	0	22	46	46	22	2	3	0	0	0	0	0	0	143
10:00 PM	0	0	0	0	1	5	25	20	17	4	2	1	0	0	0	0	0	75
11:00 PM	0	0	0	0	2	4	4	7	9	2	0	0	0	0	0	0	0	28
Total	0	0	1	14	83	586	1,856	2,600	1,445	298	44	10	0	0	0	0	0	6,937
Percent	0.0%	0.0%	0.0%	0.2%	1.2%	8.4%	26.8%	37.5%	20.8%	4.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.7	mph	Mean (Average) Speed	41.7	mph
85th Percentile	47.0	mph	10 mph Pace	36.7 - 46.7	mph
95th Percentile	50.0	mph	Percent in Pace	66.93	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
 Date Range: 9/27/2022 to 10/3/2022
 Site Code: 06



Saturday, October 1, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	9	2	2	0	1	0	0	0	0	0	0	16
1:00 AM	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	0	0	4	3	2	2	1	0	0	0	0	0	0	0	12
4:00 AM	0	0	0	0	0	0	3	3	0	1	0	1	0	0	0	0	0	8
5:00 AM	0	0	0	0	0	2	4	5	1	1	0	0	0	0	0	0	0	13
6:00 AM	0	0	0	0	1	5	12	12	3	2	0	0	0	0	0	0	0	35
7:00 AM	0	0	0	0	1	6	25	36	4	2	0	0	0	0	0	0	0	74
8:00 AM	0	0	0	0	0	11	48	51	20	4	0	0	0	0	0	0	0	134
9:00 AM	0	0	0	0	1	35	118	80	23	4	1	0	0	0	0	0	0	262
10:00 AM	0	0	0	0	2	29	141	95	25	3	0	0	0	0	0	0	0	295
11:00 AM	0	0	0	0	4	68	241	96	15	0	0	0	0	0	0	0	0	424
12:00 PM	0	0	0	0	2	58	244	106	15	2	0	0	0	0	0	0	0	427
1:00 PM	0	0	0	0	4	56	195	135	27	3	1	0	0	0	0	0	0	421
2:00 PM	0	0	0	0	4	56	215	127	16	2	0	0	0	0	0	0	0	420
3:00 PM	0	0	0	0	7	39	182	141	27	2	0	0	0	0	0	0	0	398
4:00 PM	0	0	0	0	1	26	166	131	37	2	0	0	0	0	0	0	0	363
5:00 PM	0	0	0	0	1	36	119	112	24	2	0	1	0	0	0	0	0	295
6:00 PM	0	0	0	0	1	42	129	107	24	0	0	0	0	0	0	0	0	303
7:00 PM	0	0	0	0	6	29	85	59	16	1	0	0	0	0	0	0	0	196
8:00 PM	0	0	0	0	3	26	63	28	11	3	0	0	0	0	0	0	0	134
9:00 PM	0	0	0	0	2	10	48	37	1	0	0	0	0	0	0	0	0	98
10:00 PM	0	0	0	0	1	5	12	20	8	2	0	0	0	0	0	0	0	48
11:00 PM	0	0	0	0	0	3	14	13	0	0	0	0	0	0	0	0	0	30
Total	0	0	0	0	42	551	2,080	1,404	301	37	3	2	0	0	0	0	0	4,420
Percent	0.0%	0.0%	0.0%	0.0%	1.0%	12.5%	47.1%	31.8%	6.8%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.0	mph	Mean (Average) Speed	39.2	mph
85th Percentile	43.3	mph	10 mph Pace	34.6 - 44.6	mph
95th Percentile	46.1	mph	Percent in Pace	79.7	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06



Saturday, October 1, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	2	5	3	2	0	0	0	0	0	0	0	13
1:00 AM	0	0	0	0	0	1	1	3	3	1	1	0	0	0	0	0	0	10
2:00 AM	0	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	0	0	1	2	3	2	1	1	0	0	0	0	0	0	10
4:00 AM	0	0	0	0	0	0	2	6	3	3	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	0	1	6	10	8	2	2	0	0	0	0	0	0	29
6:00 AM	0	0	0	0	0	4	13	11	16	4	2	0	0	0	0	0	0	50
7:00 AM	0	0	0	1	0	1	20	46	41	10	4	1	0	0	0	0	0	124
8:00 AM	0	0	0	0	0	6	32	64	70	38	4	1	0	0	0	0	0	215
9:00 AM	0	0	0	0	0	15	31	106	90	30	6	0	0	0	0	0	0	278
10:00 AM	0	0	0	0	0	9	63	106	77	29	7	1	0	0	0	0	0	292
11:00 AM	0	0	0	2	14	31	113	196	97	20	2	1	0	0	0	0	0	476
12:00 PM	0	0	0	0	1	34	101	190	97	23	6	1	0	1	0	0	0	454
1:00 PM	0	0	0	0	2	20	111	163	98	31	4	0	0	0	0	0	0	429
2:00 PM	0	0	0	1	3	34	130	167	91	25	2	0	0	0	0	0	0	453
3:00 PM	0	0	0	0	4	27	132	166	98	29	6	2	0	0	0	0	0	464
4:00 PM	0	0	0	0	1	20	73	190	109	23	5	0	0	0	0	0	0	421
5:00 PM	0	0	0	0	7	22	98	149	82	27	2	1	0	0	0	0	0	388
6:00 PM	0	0	0	1	3	23	76	109	68	20	5	0	0	1	0	0	0	306
7:00 PM	0	0	0	0	4	37	78	78	54	3	0	0	0	0	0	0	0	254
8:00 PM	0	0	0	0	2	23	57	35	38	8	0	0	0	0	0	0	0	163
9:00 PM	0	0	0	0	0	22	22	25	21	5	2	1	0	0	0	0	0	98
10:00 PM	0	0	0	0	2	3	13	19	16	5	2	0	0	0	0	0	0	60
11:00 PM	0	0	0	0	0	3	4	12	8	1	1	0	0	0	0	0	0	29
Total	0	0	0	5	44	339	1,183	1,861	1,192	340	64	9	0	2	0	0	0	5,039
Percent	0.0%	0.0%	0.0%	0.1%	0.9%	6.7%	23.5%	36.9%	23.7%	6.7%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.6	mph	Mean (Average) Speed	42.6	mph
85th Percentile	48.1	mph	10 mph Pace	38.0 - 48.0	mph
95th Percentile	51.6	mph	Percent in Pace	66.1	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
 Date Range: 9/27/2022 to 10/3/2022
 Site Code: 06



Sunday, October 2, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	6	5	9	3	1	0	0	0	0	0	0	0	25
1:00 AM	0	0	0	0	0	1	7	5	6	0	0	0	0	0	0	0	0	19
2:00 AM	0	0	0	0	0	2	5	7	1	1	0	0	0	0	0	0	0	16
3:00 AM	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	5
5:00 AM	0	0	0	0	1	3	3	4	2	1	0	0	0	0	0	0	0	14
6:00 AM	0	0	0	0	0	7	9	7	6	1	1	0	0	0	0	0	0	31
7:00 AM	0	0	0	0	2	5	14	12	5	1	0	0	0	0	0	0	0	39
8:00 AM	0	0	0	0	3	12	27	25	10	1	0	0	0	0	0	0	0	78
9:00 AM	0	0	0	0	2	15	58	66	21	2	0	0	0	0	0	0	0	164
10:00 AM	0	0	0	0	2	29	114	87	16	2	0	0	0	0	0	0	0	250
11:00 AM	0	0	0	0	6	49	170	93	20	0	0	0	0	0	0	0	0	338
12:00 PM	0	0	0	0	2	64	163	96	18	6	0	1	0	0	0	0	0	350
1:00 PM	0	0	0	0	11	40	184	113	18	2	0	1	0	0	0	0	0	369
2:00 PM	0	0	0	0	4	74	188	105	25	0	0	0	0	0	0	0	0	396
3:00 PM	0	0	0	0	5	63	155	94	11	3	0	0	0	0	0	0	0	331
4:00 PM	0	0	0	0	1	29	115	116	26	2	0	1	0	0	0	0	0	290
5:00 PM	0	0	0	0	0	28	93	115	14	0	0	1	1	0	0	0	0	252
6:00 PM	0	0	0	0	2	26	126	66	22	2	0	0	0	0	0	0	0	244
7:00 PM	0	0	0	0	6	21	53	32	3	0	1	0	0	0	0	0	0	116
8:00 PM	0	0	1	0	3	18	29	20	3	1	0	0	0	0	0	0	0	75
9:00 PM	0	0	0	0	0	6	21	11	5	0	0	0	0	0	0	0	0	43
10:00 PM	0	0	0	0	0	2	8	14	2	0	0	0	0	0	0	0	0	26
11:00 PM	0	0	0	0	1	3	2	2	1	0	0	0	0	0	0	0	0	9
Total	0	0	1	0	52	503	1,555	1,105	239	26	2	4	1	1	0	0	0	3,489
Percent	0.0%	0.0%	0.0%	0.0%	1.5%	14.4%	44.6%	31.7%	6.9%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.9	mph	Mean (Average) Speed	39.1	mph
85th Percentile	43.3	mph	10 mph Pace	34.0 - 44.0	mph
95th Percentile	46.0	mph	Percent in Pace	78.3	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Sunday, October 2, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	5	6	8	7	3	0	0	0	0	0	0	0	30
1:00 AM	0	0	0	0	0	0	7	5	3	1	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	0	0	0	3	6	2	2	0	0	0	0	0	0	0	13
3:00 AM	0	0	0	0	0	0	1	4	2	1	0	1	0	1	0	0	0	10
4:00 AM	0	0	0	0	0	1	1	4	2	0	1	0	0	0	0	0	0	9
5:00 AM	0	0	0	0	0	1	3	8	8	2	4	0	1	0	0	0	0	27
6:00 AM	0	0	0	0	0	3	5	6	5	2	0	0	0	0	0	0	0	21
7:00 AM	0	0	0	0	0	1	5	14	27	6	4	0	0	0	0	0	0	57
8:00 AM	0	0	0	0	0	5	13	39	23	23	2	0	0	0	0	0	0	105
9:00 AM	0	0	0	0	0	4	27	65	52	24	5	1	0	0	0	0	0	178
10:00 AM	0	0	0	0	0	8	39	100	67	23	5	1	0	0	0	0	0	243
11:00 AM	0	0	0	0	2	20	85	114	79	22	6	0	0	0	0	0	0	328
12:00 PM	0	0	0	1	12	32	104	163	110	45	4	1	1	0	0	0	0	473
1:00 PM	0	0	0	1	12	25	161	219	141	40	8	1	0	0	0	0	0	608
2:00 PM	0	0	0	0	3	21	92	150	106	27	3	1	0	0	0	0	0	403
3:00 PM	0	0	0	1	2	30	99	123	106	27	1	0	0	0	0	0	0	389
4:00 PM	0	0	0	0	2	19	61	151	100	31	6	0	0	0	0	0	0	370
5:00 PM	0	0	0	0	4	21	66	120	88	27	4	3	1	0	0	0	0	334
6:00 PM	0	0	0	0	0	21	64	101	56	18	12	3	0	0	0	0	0	275
7:00 PM	0	0	0	1	2	27	79	71	24	9	0	0	1	0	0	0	0	214
8:00 PM	0	0	0	0	5	20	50	28	7	4	2	0	1	0	0	0	0	117
9:00 PM	0	0	0	0	6	8	17	21	5	6	1	0	0	0	0	0	0	64
10:00 PM	0	0	0	0	1	3	11	12	7	4	0	0	0	0	0	0	0	38
11:00 PM	0	0	0	0	0	3	2	7	2	5	1	1	0	0	0	0	0	21
Total	0	0	0	4	52	278	1,001	1,539	1,029	352	69	13	5	1	0	0	0	4,343
Percent	0.0%	0.0%	0.0%	0.1%	1.2%	6.4%	23.0%	35.4%	23.7%	8.1%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.6	mph	Mean (Average) Speed	42.8	mph
85th Percentile	48.5	mph	10 mph Pace	37.7 - 47.7	mph
95th Percentile	52.3	mph	Percent in Pace	63.85	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
 Date Range: 9/27/2022 to 10/3/2022
 Site Code: 06



Monday, October 3, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	2	0	4	0	0	2	1	0	0	0	0	0	0	9
4:00 AM	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	0	1	2	12	4	3	0	0	1	0	0	0	0	0	23
6:00 AM	0	0	0	0	2	9	20	41	15	0	2	0	0	0	0	0	0	89
7:00 AM	1	0	0	0	1	15	69	86	14	2	0	0	0	1	0	0	0	189
8:00 AM	3	0	2	7	11	25	85	118	26	1	0	0	0	0	0	0	0	278
9:00 AM	0	0	0	0	1	25	114	78	26	0	0	0	0	0	0	0	0	244
10:00 AM	0	0	0	0	0	24	128	115	33	0	0	0	0	0	0	0	0	300
11:00 AM	0	0	0	0	2	51	156	127	20	2	0	0	0	0	0	0	0	358
12:00 PM	0	0	0	0	1	50	226	133	20	2	0	0	0	0	0	0	0	432
1:00 PM	0	0	0	0	4	71	224	117	20	1	0	0	0	0	0	0	0	437
2:00 PM	0	0	0	0	7	97	209	80	14	1	0	0	0	0	0	0	0	408
3:00 PM	0	0	0	0	2	64	274	186	34	3	0	0	0	0	0	0	0	563
4:00 PM	0	0	0	0	12	112	311	202	34	3	0	0	0	0	0	0	0	674
5:00 PM	0	0	0	1	4	108	351	266	37	2	0	0	0	0	0	0	0	769
6:00 PM	0	0	0	0	12	91	305	159	22	2	0	0	0	0	0	0	0	591
7:00 PM	0	0	0	0	4	48	108	56	10	0	0	0	0	0	0	0	0	226
8:00 PM	0	0	0	0	4	12	34	28	9	0	0	0	0	0	0	0	0	87
9:00 PM	0	0	0	1	1	6	19	14	5	0	0	0	0	0	0	0	0	46
10:00 PM	0	0	0	0	0	4	6	6	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	0	0	0	1	4	6	5	0	0	0	0	0	0	0	0	0	16
Total	4	0	2	9	72	819	2,669	1,830	343	21	3	1	0	1	0	0	0	5,774
Percent	0.1%	0.0%	0.0%	0.2%	1.2%	14.2%	46.2%	31.7%	5.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.8	mph	Mean (Average) Speed	38.9	mph
85th Percentile	43.1	mph	10 mph Pace	34.1 - 44.1	mph
95th Percentile	45.5	mph	Percent in Pace	79.4	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
 Date Range: 9/27/2022 to 10/3/2022
 Site Code: 06

Monday, October 3, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	2	2	5	2	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	0	2	0	2	2	2	1	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	0	0	6
5:00 AM	0	0	0	0	0	1	7	17	27	10	5	1	0	0	0	0	0	68
6:00 AM	0	0	0	0	2	11	34	96	65	16	4	1	0	0	0	0	0	229
7:00 AM	1	7	16	18	20	103	265	280	134	14	0	1	0	0	0	0	0	859
8:00 AM	14	61	75	42	17	38	104	128	116	36	5	1	0	0	0	0	0	637
9:00 AM	0	0	0	0	1	12	44	121	125	53	3	1	0	0	0	0	0	360
10:00 AM	0	0	0	0	0	11	48	139	97	27	3	0	0	0	0	0	0	325
11:00 AM	0	0	0	0	9	29	101	148	101	18	2	1	0	0	0	0	0	409
12:00 PM	0	0	0	0	2	28	94	189	89	31	6	2	1	0	0	0	0	442
1:00 PM	0	0	0	0	5	35	118	175	81	18	2	0	0	0	0	0	0	434
2:00 PM	0	0	0	0	1	33	109	183	84	16	0	0	0	0	0	0	0	426
3:00 PM	0	0	0	0	8	41	106	218	94	26	1	0	0	0	0	0	0	494
4:00 PM	0	0	0	1	3	31	145	161	100	20	0	1	0	0	0	0	0	462
5:00 PM	0	0	0	2	0	18	111	195	118	18	2	0	0	0	0	0	0	464
6:00 PM	0	0	0	0	0	41	86	141	67	20	1	0	0	0	0	0	0	356
7:00 PM	0	0	0	0	7	25	82	88	20	9	1	0	0	0	0	0	0	232
8:00 PM	0	0	0	0	3	13	36	65	22	6	1	0	0	0	0	0	0	146
9:00 PM	0	0	0	0	3	11	23	25	9	3	2	0	0	0	0	0	0	76
10:00 PM	0	0	0	0	1	5	8	19	8	3	1	0	0	0	0	0	0	45
11:00 PM	0	0	0	0	0	0	4	4	10	0	0	0	0	0	0	0	0	18
Total	15	68	91	63	84	489	1,531	2,400	1,376	348	40	9	1	0	0	0	0	6,515
Percent	0.2%	1.0%	1.4%	1.0%	1.3%	7.5%	23.5%	36.8%	21.1%	5.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.8	mph	Mean (Average) Speed	41.2	mph
85th Percentile	47.3	mph	10 mph Pace	36.9 - 46.9	mph
95th Percentile	50.6	mph	Percent in Pace	64.44	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	3	4	4	2	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	0	0	3	8	8	3	1	0	0	0	0	0	0	0	23
6:00 AM	0	0	0	0	1	7	20	28	9	1	0	0	0	0	0	0	0	66
7:00 AM	0	0	0	0	2	15	65	74	15	2	0	0	0	0	0	0	0	173
8:00 AM	2	0	1	2	4	22	85	93	22	2	0	0	0	0	0	0	0	233
9:00 AM	0	0	0	0	3	29	108	83	23	2	0	0	0	0	0	0	0	248
10:00 AM	0	0	0	1	3	40	135	104	21	2	0	0	0	0	0	0	0	306
11:00 AM	0	0	0	1	5	54	182	104	17	2	0	0	0	0	0	0	0	365
12:00 PM	0	0	0	1	4	63	217	118	19	3	0	0	0	0	0	0	0	425
1:00 PM	0	0	0	0	7	59	203	124	22	1	0	0	0	0	0	0	0	416
2:00 PM	0	0	0	0	6	72	206	128	18	1	0	0	0	0	0	0	0	431
3:00 PM	0	0	0	1	8	76	239	161	26	2	0	0	0	0	0	0	0	513
4:00 PM	0	0	0	0	8	89	268	178	30	2	0	0	0	0	0	0	0	575
5:00 PM	0	0	0	0	6	83	278	217	32	2	0	0	0	0	0	0	0	618
6:00 PM	0	0	0	1	7	77	236	145	27	1	0	0	0	0	0	0	0	494
7:00 PM	0	0	0	1	8	48	105	62	11	1	0	0	0	0	0	0	0	236
8:00 PM	0	0	0	0	3	19	52	33	7	1	0	0	0	0	0	0	0	115
9:00 PM	0	0	0	0	1	11	28	18	4	0	0	0	0	0	0	0	0	62
10:00 PM	0	0	0	0	0	4	10	13	4	1	0	0	0	0	0	0	0	32
11:00 PM	0	0	0	0	1	2	5	7	2	1	0	0	0	0	0	0	0	18
Total	2	0	1	8	78	780	2,462	1,710	318	28	0	0	0	0	0	0	0	5,387
Percent	0.0%	0.0%	0.0%	0.1%	1.4%	14.5%	45.7%	31.7%	5.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	38.8	mph	Mean (Average) Speed	38.9	mph
85th Percentile	42.9	mph	10 mph Pace	34.1 - 44.1	mph
95th Percentile	45.5	mph	Percent in Pace	79.1	%

Location: Midland Ave BTWN E Wulfsohn & E Meadows
Date Range: 9/27/2022 to 10/3/2022
Site Code: 06

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	2	4	3	2	0	0	0	0	0	0	0	13
1:00 AM	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	1	8	19	17	8	3	0	0	0	0	0	0	56
6:00 AM	0	0	0	0	1	9	35	70	55	13	2	0	0	0	0	0	0	185
7:00 AM	0	1	2	3	5	28	110	192	105	20	2	0	0	0	0	0	0	468
8:00 AM	4	19	19	9	10	22	77	147	113	27	4	1	0	0	0	0	0	452
9:00 AM	0	0	0	0	1	14	57	123	99	29	4	1	0	0	0	0	0	328
10:00 AM	0	0	0	0	1	16	69	122	87	23	4	0	0	0	0	0	0	322
11:00 AM	0	0	0	0	6	25	93	153	92	21	3	0	0	0	0	0	0	393
12:00 PM	0	0	0	1	4	32	122	174	87	24	4	1	0	0	0	0	0	449
1:00 PM	0	0	0	0	5	25	118	175	97	25	3	0	0	0	0	0	0	448
2:00 PM	0	0	0	0	3	31	108	174	94	19	3	0	0	0	0	0	0	432
3:00 PM	0	0	0	0	4	34	120	188	95	21	2	0	0	0	0	0	0	464
4:00 PM	0	0	0	1	3	26	106	171	100	24	3	0	0	0	0	0	0	434
5:00 PM	0	0	0	2	4	26	99	168	96	24	3	1	0	0	0	0	0	423
6:00 PM	0	0	0	0	3	34	96	137	67	15	4	0	0	0	0	0	0	356
7:00 PM	0	0	0	1	6	40	95	87	37	7	1	0	0	0	0	0	0	274
8:00 PM	0	0	0	0	6	17	47	51	26	7	1	0	0	0	0	0	0	155
9:00 PM	0	0	0	0	3	15	26	26	17	4	1	0	0	0	0	0	0	92
10:00 PM	0	0	0	0	1	4	13	15	12	4	1	0	0	0	0	0	0	50
11:00 PM	0	0	0	0	0	2	3	6	6	1	0	0	0	0	0	0	0	18
Total	4	20	21	17	66	403	1,412	2,212	1,312	321	48	4	0	0	0	0	0	5,840
Percent	0.1%	0.3%	0.4%	0.3%	1.1%	6.9%	24.2%	37.9%	22.5%	5.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	42.2 mph	Mean (Average) Speed	42.0 mph
85th Percentile	47.4 mph	10 mph Pace	37.4 - 47.4 mph
95th Percentile	50.8 mph	Percent in Pace	66.5 %

Location: Midland Ave BTWN E Wulfsohn & E Meadows
 Date Range: 9/27/2022 - 10/3/2022
 Site Code: 06

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	9/27/2022			9/28/2022			9/29/2022			9/30/2022			10/1/2022			10/2/2022			10/3/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	7	9	16	12	9	21	11	13	24	15	11	26	16	13	29	25	30	55	10	11	21	10	10	20
1:00 AM	0	4	4	3	6	9	5	11	16	5	5	10	7	10	17	19	16	35	3	9	12	3	7	10
2:00 AM	2	3	5	4	4	8	1	2	3	5	7	12	7	9	16	16	13	29	1	4	5	2	3	5
3:00 AM	4	3	7	2	7	9	3	1	4	5	6	11	12	10	22	9	10	19	9	3	12	3	4	7
4:00 AM	9	10	19	7	9	16	8	11	19	11	12	23	8	14	22	5	9	14	5	6	11	8	10	18
5:00 AM	30	67	97	27	74	101	21	72	93	26	60	86	13	29	42	14	27	41	23	68	91	26	71	97
6:00 AM	73	262	335	102	242	344	70	278	348	73	219	292	35	50	85	31	21	52	89	229	318	82	261	342
7:00 AM	228	583	811	231	570	801	233	575	808	219	514	733	74	124	198	39	57	96	189	859	1,048	231	576	807
8:00 AM	225	406	631	304	603	907	312	618	930	298	570	868	134	215	349	78	105	183	278	637	915	280	542	823
9:00 AM	266	361	627	241	358	599	273	376	649	290	387	677	262	278	540	164	178	342	244	360	604	260	365	625
10:00 AM	340	346	686	308	352	660	350	356	706	288	345	633	295	292	587	250	243	493	300	325	625	333	351	684
11:00 AM	349	390	739	371	383	754	351	386	737	369	387	756	424	476	900	338	328	666	358	409	767	357	386	743
12:00 PM	422	418	840	421	411	832	409	468	877	513	475	988	427	454	881	350	473	823	432	442	874	417	432	850
1:00 PM	406	393	799	426	436	862	424	400	824	433	448	881	421	429	850	369	608	977	437	434	871	419	410	828
2:00 PM	441	386	827	492	439	931	403	439	842	464	480	944	420	453	873	396	403	799	408	426	834	445	421	867
3:00 PM	555	478	1,033	532	395	927	558	456	1,014	655	566	1,221	398	464	862	331	389	720	563	494	1,057	548	443	991
4:00 PM	666	405	1,071	648	449	1,097	664	468	1,132	729	470	1,199	363	421	784	290	370	660	674	462	1,136	659	441	1,100
5:00 PM	762	430	1,192	747	436	1,183	765	415	1,180	743	493	1,236	295	388	683	252	334	586	769	464	1,233	758	427	1,185
6:00 PM	574	314	888	598	309	907	614	317	931	536	628	1,164	303	306	609	244	275	519	591	356	947	595	313	909
7:00 PM	247	264	511	337	264	601	269	298	567	251	387	638	196	254	450	116	214	330	226	232	458	284	275	560
8:00 PM	140	163	303	129	153	282	101	131	232	135	221	356	134	163	297	75	117	192	87	146	233	123	149	272
9:00 PM	55	88	143	56	98	154	68	96	164	75	143	218	98	98	196	43	64	107	46	76	122	60	94	154
10:00 PM	32	34	66	24	42	66	35	51	86	42	75	117	48	60	108	26	38	64	16	45	61	30	42	73
11:00 PM	15	11	26	14	11	25	19	24	43	19	28	47	30	29	59	9	21	30	16	18	34	16	15	31
Total	5,848	5,828	11,676	6,036	6,060	12,096	5,967	6,262	12,229	6,199	6,937	13,136	4,420	5,039	9,459	3,489	4,343	7,832	5,774	6,515	12,289	5,950	6,050	12,000
Percent	50%	50%	-	50%	50%	-	49%	51%	-	47%	53%	-	47%	53%	-	45%	55%	-	47%	53%	-	50%	50%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Midland Ave BTWN E Meadows & W Meadows

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 07

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	102	21,555	7,563	40	3,531	62	0	24	37	9	0	0	7	32,930
Percent	0.3%	65.5%	23.0%	0.1%	10.7%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	99	16,458	6,014	43	5,338	71	0	23	26	8	2	0	9	28,091
Percent	0.4%	58.6%	21.4%	0.2%	19.0%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	201	38,013	13,577	83	8,869	133	0	47	63	17	2	0	16	61,021
Percent	0.3%	62.3%	22.2%	0.1%	14.5%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
5:00 AM	0	17	5	1	1	0	0	0	0	0	0	0	0	24
6:00 AM	0	29	19	0	10	0	0	0	0	0	0	0	0	58
7:00 AM	0	92	33	1	17	0	0	0	0	0	0	0	0	143
8:00 AM	0	97	48	0	23	0	0	0	0	0	0	0	0	168
9:00 AM	1	132	58	0	17	0	0	0	0	0	0	0	0	208
10:00 AM	5	176	54	0	24	0	0	0	0	0	0	0	0	259
11:00 AM	1	198	54	0	27	0	0	0	1	0	0	0	0	281
12:00 PM	3	200	79	0	23	1	0	0	0	1	0	0	0	307
1:00 PM	0	203	74	1	22	0	0	0	0	0	0	0	0	300
2:00 PM	1	201	48	0	25	0	0	0	0	0	0	0	0	275
3:00 PM	0	181	64	0	18	0	0	0	0	0	0	0	0	263
4:00 PM	1	191	46	0	27	0	0	1	0	0	0	0	0	266
5:00 PM	1	186	41	0	27	2	0	0	1	0	0	0	0	258
6:00 PM	1	165	41	0	18	0	0	0	0	0	0	0	0	225
7:00 PM	1	95	33	0	20	0	0	0	0	0	0	0	0	149
8:00 PM	0	88	24	0	7	0	0	0	0	0	0	0	0	119
9:00 PM	1	73	18	0	7	0	0	0	0	0	0	0	0	99
10:00 PM	0	44	6	0	3	0	0	0	0	0	0	0	0	53
11:00 PM	0	24	9	0	2	0	0	0	0	0	0	0	0	35
Total	16	2,431	760	3	321	3	0	1	2	1	0	0	0	3,538
Percent	0.5%	68.7%	21.5%	0.1%	9.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	5	1	2	0	0	0	0	0	0	0	0	17
1:00 AM	0	9	0	0	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	9	3	1	3	0	0	0	0	0	0	0	0	16
3:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
4:00 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	8
5:00 AM	0	13	2	0	4	1	0	0	0	0	0	0	0	20
6:00 AM	0	23	11	0	13	0	0	0	0	0	0	0	0	47
7:00 AM	0	49	16	0	22	0	0	0	0	0	0	0	0	87
8:00 AM	0	56	32	0	26	1	0	0	0	0	0	0	0	115
9:00 AM	0	82	34	0	21	1	0	0	0	0	0	0	0	138
10:00 AM	2	135	59	0	42	0	0	0	0	0	0	0	0	238
11:00 AM	2	153	49	1	50	0	0	0	0	0	0	0	0	255
12:00 PM	1	185	61	0	54	0	0	0	0	0	0	0	0	301
1:00 PM	1	130	47	1	38	0	0	0	0	0	0	0	0	217
2:00 PM	0	155	61	0	45	0	0	0	0	0	0	0	0	261
3:00 PM	2	137	42	0	42	0	0	0	0	0	0	0	0	223
4:00 PM	1	133	34	0	44	0	0	0	0	0	0	0	0	212
5:00 PM	4	127	48	0	41	0	0	2	0	0	0	0	0	222
6:00 PM	0	117	39	0	36	0	0	0	1	0	0	0	0	193
7:00 PM	1	98	27	0	28	0	0	0	0	0	0	0	0	154
8:00 PM	0	72	15	0	17	0	0	0	0	0	0	0	0	104
9:00 PM	0	52	13	1	7	0	0	0	0	0	0	0	0	73
10:00 PM	0	30	11	0	6	0	0	0	0	0	0	0	0	47
11:00 PM	0	16	8	0	9	0	0	0	0	0	0	0	0	33
Total	14	1,798	620	5	557	3	0	2	1	0	0	0	0	3,000
Percent	0.5%	59.9%	20.7%	0.2%	18.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	4	0	1	0	0	0	0	0	0	0	0	23
1:00 AM	0	9	4	0	1	0	0	0	0	0	0	0	0	14
2:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
5:00 AM	0	11	4	1	1	0	0	0	0	0	0	0	0	17
6:00 AM	0	18	9	0	4	0	0	0	0	0	0	0	0	31
7:00 AM	0	42	15	0	9	0	0	0	0	0	0	0	0	66
8:00 AM	0	64	24	0	13	0	0	0	0	0	0	0	0	101
9:00 AM	0	108	44	0	18	0	0	0	0	0	0	0	0	170
10:00 AM	0	130	53	0	14	0	0	0	0	0	0	0	0	197
11:00 AM	3	145	51	0	24	0	0	0	0	0	0	0	0	223
12:00 PM	2	172	57	2	21	0	0	0	0	0	0	0	0	254
1:00 PM	4	157	51	0	24	0	0	0	0	0	0	0	0	236
2:00 PM	1	170	46	0	14	0	0	0	0	0	0	0	0	231
3:00 PM	4	178	53	0	19	0	0	0	0	0	0	0	0	254
4:00 PM	0	150	48	0	13	0	0	0	0	0	0	0	0	211
5:00 PM	0	169	45	0	18	0	0	0	0	0	0	0	0	232
6:00 PM	1	119	46	0	14	0	0	0	0	0	0	0	0	180
7:00 PM	0	110	24	0	20	0	0	0	0	0	0	0	0	154
8:00 PM	1	88	21	1	5	0	0	0	0	0	0	0	0	116
9:00 PM	1	62	18	0	3	0	0	0	0	0	0	0	0	84
10:00 PM	0	38	6	0	1	0	0	0	0	0	0	0	0	45
11:00 PM	0	11	6	0	3	0	0	0	0	0	0	0	0	20
Total	17	1,990	638	4	241	0	0	0	0	0	0	0	0	2,890
Percent	0.6%	68.9%	22.1%	0.1%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	16	5	0	3	0	0	0	0	0	0	0	0	24
1:00 AM	0	13	1	0	3	0	0	0	0	0	0	0	0	17
2:00 AM	0	14	2	0	3	0	0	0	0	0	0	0	0	19
3:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	6	3	0	3	0	0	0	0	0	0	0	0	12
6:00 AM	0	17	8	0	7	0	0	0	0	0	0	0	0	32
7:00 AM	2	24	10	1	10	0	0	0	0	0	0	0	0	47
8:00 AM	0	35	18	1	14	0	0	0	0	0	0	0	0	68
9:00 AM	0	60	46	0	32	0	0	0	0	0	0	0	0	138
10:00 AM	0	102	44	0	27	0	0	0	0	0	0	0	0	173
11:00 AM	1	113	49	1	35	0	0	0	0	0	0	0	0	199
12:00 PM	2	154	68	0	40	0	0	0	0	0	0	0	0	264
1:00 PM	2	149	49	0	38	0	0	1	0	1	0	0	0	240
2:00 PM	3	133	52	1	35	0	0	0	0	0	0	0	0	224
3:00 PM	0	129	36	0	25	0	0	0	1	0	0	0	0	191
4:00 PM	1	101	40	0	23	0	0	0	0	0	0	0	0	165
5:00 PM	1	108	39	0	26	1	0	0	0	0	0	0	0	175
6:00 PM	0	93	31	0	24	0	0	0	0	0	0	0	0	148
7:00 PM	0	72	23	0	16	0	0	0	0	0	0	0	0	111
8:00 PM	0	45	12	0	8	0	0	0	0	0	0	0	0	65
9:00 PM	0	25	7	1	3	0	0	0	0	0	0	0	0	36
10:00 PM	0	18	4	0	1	0	0	0	0	0	0	0	0	23
11:00 PM	0	7	2	1	4	0	0	0	0	0	0	0	0	14
Total	12	1,450	552	6	380	1	0	1	1	1	0	0	0	2,404
Percent	0.5%	60.3%	23.0%	0.2%	15.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	7	3	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	4	0	0	1	0	0	1	0	0	0	0	0	6
5:00 AM	0	34	19	0	8	0	0	0	1	0	0	0	0	62
6:00 AM	1	122	67	0	44	2	0	0	0	0	0	0	0	236
7:00 AM	0	365	159	1	69	0	0	0	1	0	0	0	1	596
8:00 AM	0	401	151	0	72	0	0	0	0	0	0	0	0	624
9:00 AM	1	167	82	0	35	0	0	0	2	0	0	0	0	287
10:00 AM	0	189	82	1	42	1	0	0	1	0	0	0	0	316
11:00 AM	2	310	129	0	65	1	0	2	3	0	0	0	1	513
12:00 PM	2	359	119	0	51	1	0	2	3	1	0	0	0	538
1:00 PM	0	427	183	1	79	3	0	2	0	1	0	0	0	696
2:00 PM	4	352	123	0	47	3	0	0	1	0	0	0	0	530
3:00 PM	1	434	101	0	52	1	0	0	1	0	0	0	1	591
4:00 PM	4	317	83	0	38	3	0	1	1	0	0	0	1	448
5:00 PM	0	239	81	0	22	1	0	0	1	0	0	0	0	344
6:00 PM	3	170	51	0	29	0	0	0	0	0	0	0	0	253
7:00 PM	1	119	37	0	20	0	0	0	0	0	0	0	0	177
8:00 PM	0	74	24	0	10	0	0	0	0	0	0	0	0	108
9:00 PM	0	38	13	0	9	0	0	0	0	0	0	0	0	60
10:00 PM	0	30	7	0	5	0	0	0	0	0	0	0	0	42
11:00 PM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
Total	20	4,179	1,525	3	700	16	0	8	15	2	0	0	4	6,472
Percent	0.3%	64.6%	23.6%	0.0%	10.8%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	4	0	2	0	0	0	0	0	0	0	0	8
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	4	4	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	7	3	0	2	0	0	0	0	0	0	0	0	12
5:00 AM	0	9	5	0	4	0	0	0	0	0	0	0	0	18
6:00 AM	0	38	14	0	20	0	0	0	0	0	0	0	0	72
7:00 AM	0	125	47	0	35	0	0	0	0	0	0	0	0	207
8:00 AM	0	151	47	1	48	1	0	0	2	0	0	0	0	250
9:00 AM	0	104	45	0	31	1	0	0	0	0	0	0	0	181
10:00 AM	0	128	53	0	52	2	0	0	1	1	0	0	0	237
11:00 AM	2	171	62	1	62	1	0	0	1	0	0	0	0	300
12:00 PM	2	190	61	1	61	1	0	1	0	0	0	0	0	317
1:00 PM	1	148	63	0	54	0	0	0	1	0	0	0	2	269
2:00 PM	1	229	81	0	88	3	0	1	2	0	0	0	0	405
3:00 PM	4	295	115	0	79	0	0	0	1	1	0	0	0	495
4:00 PM	2	344	117	0	119	0	0	0	0	0	0	0	1	583
5:00 PM	3	403	136	0	126	3	0	1	0	0	0	0	0	672
6:00 PM	1	245	72	1	72	0	0	0	1	0	0	0	0	392
7:00 PM	0	110	39	0	34	1	0	0	0	0	0	0	1	185
8:00 PM	3	61	16	0	12	0	0	0	1	0	1	0	0	94
9:00 PM	0	33	9	0	9	0	0	0	0	0	0	0	0	51
10:00 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	21
11:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Total	19	2,829	999	4	913	13	0	3	10	2	1	0	4	4,797
Percent	0.4%	59.0%	20.8%	0.1%	19.0%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	10	5	0	1	0	0	0	0	0	0	0	0	16
5:00 AM	0	38	17	0	13	0	0	0	0	0	0	0	0	68
6:00 AM	0	134	92	0	46	1	0	0	0	0	0	0	0	273
7:00 AM	1	359	151	0	73	1	0	0	0	0	0	0	0	585
8:00 AM	0	423	140	0	90	2	0	0	0	0	0	0	0	655
9:00 AM	0	187	89	4	36	0	0	0	1	0	0	0	0	317
10:00 AM	2	175	78	0	38	0	0	1	0	0	0	0	0	294
11:00 AM	0	182	57	2	30	1	0	1	0	1	0	0	0	274
12:00 PM	1	197	90	1	27	0	0	1	0	1	0	0	0	318
1:00 PM	1	177	66	3	45	2	0	0	1	0	0	0	0	295
2:00 PM	3	195	69	0	36	1	0	0	0	0	0	0	0	304
3:00 PM	2	262	85	0	42	2	0	0	1	0	0	0	0	394
4:00 PM	2	214	55	0	35	1	0	0	1	0	0	0	0	308
5:00 PM	1	257	65	0	33	0	0	0	0	0	0	0	0	356
6:00 PM	0	144	49	0	24	0	0	0	0	0	0	0	0	217
7:00 PM	0	116	30	0	17	0	0	0	0	0	0	0	0	163
8:00 PM	0	75	25	0	9	0	0	0	0	0	0	0	0	109
9:00 PM	0	40	14	0	4	0	0	0	0	0	0	0	0	58
10:00 PM	0	23	5	0	7	0	0	0	0	0	0	0	0	35
11:00 PM	0	7	4	0	1	0	0	0	0	0	0	0	0	12
Total	15	3,231	1,188	10	608	11	0	3	4	2	0	0	0	5,072
Percent	0.3%	63.7%	23.4%	0.2%	12.0%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	3	0	3	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
4:00 AM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
5:00 AM	0	11	5	0	3	0	0	0	0	0	0	0	0	19
6:00 AM	0	39	19	0	21	2	0	0	0	0	0	0	0	81
7:00 AM	0	120	44	0	43	3	0	0	0	0	0	0	0	210
8:00 AM	1	159	60	0	50	2	0	0	0	0	0	0	0	272
9:00 AM	0	116	51	0	42	0	0	1	0	0	0	0	0	210
10:00 AM	2	100	50	0	57	2	0	0	0	0	0	0	0	211
11:00 AM	0	160	54	0	47	0	0	0	0	0	0	0	0	261
12:00 PM	3	155	51	1	49	1	0	0	0	0	0	0	0	260
1:00 PM	0	133	58	0	59	0	0	0	0	0	0	0	0	250
2:00 PM	0	147	67	1	52	2	0	0	0	0	0	0	0	269
3:00 PM	0	240	87	1	73	1	0	0	2	0	1	0	0	405
4:00 PM	2	263	98	0	106	1	0	0	0	0	0	0	0	470
5:00 PM	2	377	100	1	125	0	0	0	0	0	0	0	0	605
6:00 PM	3	300	99	0	123	4	0	0	0	0	0	0	0	529
7:00 PM	2	137	39	0	47	1	0	0	0	0	0	0	0	226
8:00 PM	0	47	24	0	14	0	0	0	0	0	0	0	0	85
9:00 PM	0	34	11	1	6	0	0	0	0	0	0	0	0	52
10:00 PM	0	15	7	0	5	0	0	0	0	0	0	0	0	27
11:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
Total	15	2,568	933	5	930	19	0	1	2	0	1	0	0	4,474
Percent	0.3%	57.4%	20.9%	0.1%	20.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
1:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	42	23	1	7	0	0	0	0	0	0	0	0	73
6:00 AM	0	123	71	1	63	1	0	0	1	0	0	0	0	260
7:00 AM	1	347	164	1	72	0	0	0	0	0	0	0	0	585
8:00 AM	0	359	142	1	80	1	0	0	0	0	0	0	0	583
9:00 AM	1	176	102	0	45	0	0	0	0	0	0	0	0	324
10:00 AM	0	178	65	0	34	1	0	0	0	0	0	0	0	278
11:00 AM	0	195	78	0	35	0	0	0	1	0	0	0	0	309
12:00 PM	0	199	66	0	36	0	0	1	0	0	0	0	0	302
1:00 PM	1	220	67	2	31	0	0	0	2	0	0	0	0	323
2:00 PM	1	237	73	2	38	0	0	0	1	0	0	0	0	352
3:00 PM	0	247	63	0	35	1	0	0	0	0	0	0	0	346
4:00 PM	0	243	76	0	25	1	0	0	0	0	0	0	0	345
5:00 PM	0	220	60	0	28	0	0	0	1	1	0	0	0	310
6:00 PM	1	152	44	0	18	0	0	0	0	0	0	0	0	215
7:00 PM	0	115	31	0	15	0	0	1	0	0	0	0	0	162
8:00 PM	1	66	21	0	6	0	0	0	0	0	0	0	0	94
9:00 PM	0	42	10	1	6	0	0	0	1	0	0	0	0	60
10:00 PM	0	31	6	0	5	0	0	0	0	0	0	0	0	42
11:00 PM	0	7	5	0	2	0	0	0	0	0	0	0	0	14
Total	6	3,225	1,174	9	582	5	0	2	7	1	0	0	0	5,011
Percent	0.1%	64.4%	23.4%	0.2%	11.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	4	2	0	3	0	0	0	0	0	0	0	0	10
1:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	1	1	2	0	0	0	0	0	0	0	0	5
4:00 AM	0	8	3	0	3	0	0	0	0	0	0	0	0	14
5:00 AM	0	16	5	0	4	0	0	0	0	0	0	0	0	25
6:00 AM	0	44	22	0	24	0	0	0	0	1	0	0	0	91
7:00 AM	1	115	48	0	51	2	0	0	0	0	0	0	0	217
8:00 AM	1	153	63	0	60	1	0	0	0	0	0	0	0	278
9:00 AM	0	113	37	0	43	0	0	0	0	0	0	0	1	194
10:00 AM	0	111	62	1	47	0	0	0	0	0	0	0	0	221
11:00 AM	0	126	58	0	54	0	0	1	0	1	0	0	0	240
12:00 PM	1	145	60	0	63	0	0	1	1	0	0	0	0	271
1:00 PM	1	202	83	1	59	0	0	0	0	0	0	0	0	346
2:00 PM	2	218	83	2	69	1	0	0	0	0	0	0	0	375
3:00 PM	0	210	105	2	77	1	0	0	0	0	0	0	0	395
4:00 PM	2	250	114	1	100	1	0	0	1	0	0	0	0	469
5:00 PM	1	383	118	2	111	3	0	1	1	0	0	0	0	620
6:00 PM	3	254	67	0	83	2	0	0	1	0	0	0	0	410
7:00 PM	0	145	36	0	31	0	0	1	0	0	0	0	0	213
8:00 PM	0	66	12	1	13	0	0	0	0	0	0	0	0	92
9:00 PM	2	25	7	0	7	0	0	0	0	0	0	0	0	41
10:00 PM	0	13	5	0	3	0	0	0	0	0	0	0	0	21
11:00 PM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
Total	15	2,612	994	11	909	11	0	4	4	2	0	0	1	4,563
Percent	0.3%	57.2%	21.8%	0.2%	19.9%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
5:00 AM	0	42	19	1	10	0	0	0	0	0	0	0	0	72
6:00 AM	2	120	81	0	38	3	0	0	0	0	0	0	0	244
7:00 AM	1	332	137	0	79	0	0	1	0	0	0	0	0	550
8:00 AM	0	358	141	1	59	1	0	0	0	1	0	0	0	561
9:00 AM	0	177	101	0	36	1	0	0	0	0	0	0	0	315
10:00 AM	4	160	83	0	44	3	0	0	0	0	0	0	0	294
11:00 AM	3	180	75	0	45	1	0	1	0	0	0	0	1	306
12:00 PM	0	214	57	1	39	2	0	0	2	0	0	0	1	316
1:00 PM	1	191	57	0	39	0	0	0	1	0	0	0	0	289
2:00 PM	0	214	67	1	22	2	0	0	2	0	0	0	0	308
3:00 PM	0	242	87	2	37	0	0	1	0	0	0	0	0	369
4:00 PM	0	247	65	0	25	1	0	1	0	0	0	0	0	339
5:00 PM	1	236	51	0	24	0	0	0	0	0	0	0	0	312
6:00 PM	0	164	41	0	16	0	0	0	0	0	0	0	0	221
7:00 PM	0	127	37	0	20	0	0	0	0	0	0	0	0	184
8:00 PM	0	89	28	0	8	0	0	0	0	0	0	0	0	125
9:00 PM	1	52	13	0	6	0	0	0	0	0	0	0	0	72
10:00 PM	0	27	13	0	1	0	0	0	0	0	0	0	0	41
11:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Total	13	3,207	1,164	6	552	14	0	4	5	1	0	0	2	4,968
Percent	0.3%	64.6%	23.4%	0.1%	11.1%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	4	0	2	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	8
4:00 AM	0	8	4	0	4	0	0	0	0	0	0	0	0	16
5:00 AM	0	12	8	0	4	0	0	0	0	0	0	0	0	24
6:00 AM	1	39	15	0	16	0	0	0	0	0	0	0	0	71
7:00 AM	0	102	45	0	44	1	0	0	0	0	0	0	0	192
8:00 AM	0	151	54	1	43	1	0	0	0	0	0	0	0	250
9:00 AM	1	107	58	1	29	3	0	0	0	0	0	0	0	199
10:00 AM	0	116	54	0	52	2	0	1	0	0	0	0	0	225
11:00 AM	0	124	52	2	44	1	0	0	1	0	0	0	0	224
12:00 PM	3	186	68	0	55	1	0	0	0	0	0	0	0	313
1:00 PM	0	146	50	1	63	1	0	0	1	0	0	0	0	262
2:00 PM	1	159	77	0	65	0	0	2	2	0	0	0	0	306
3:00 PM	0	246	97	0	70	2	0	2	3	0	0	0	1	421
4:00 PM	1	303	105	0	104	1	0	3	0	2	0	0	0	519
5:00 PM	2	377	104	1	126	0	0	1	0	0	0	0	0	611
6:00 PM	0	240	86	0	82	2	0	0	1	0	0	0	0	411
7:00 PM	0	102	37	1	24	0	0	0	0	0	0	0	0	164
8:00 PM	0	61	27	1	11	0	0	0	0	0	0	0	0	100
9:00 PM	0	44	20	0	13	0	0	0	0	0	0	0	0	77
10:00 PM	0	16	5	0	4	0	0	0	0	0	0	0	0	25
11:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
Total	9	2,561	975	8	856	17	0	9	8	2	0	0	1	4,446
Percent	0.2%	57.6%	21.9%	0.2%	19.3%	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	24	17	0	10	1	0	0	0	0	0	0	0	52
6:00 AM	0	122	60	0	46	1	0	0	0	0	0	0	0	229
7:00 AM	1	311	119	0	65	0	0	0	1	0	0	0	1	498
8:00 AM	1	264	110	0	45	1	0	0	0	0	0	0	0	421
9:00 AM	0	211	79	0	46	3	0	1	0	0	0	0	0	340
10:00 AM	1	268	110	0	51	1	0	1	0	0	0	0	0	432
11:00 AM	2	205	73	0	31	0	0	0	1	0	0	0	0	312
12:00 PM	0	197	76	0	23	2	0	0	1	0	0	0	0	299
1:00 PM	2	193	60	3	30	3	0	2	0	0	0	0	0	293
2:00 PM	2	206	68	1	35	1	0	1	0	0	0	0	0	314
3:00 PM	0	266	69	1	32	0	0	0	0	0	0	0	0	368
4:00 PM	0	236	59	0	30	0	0	1	0	2	0	0	0	328
5:00 PM	3	222	50	0	19	0	0	0	1	0	0	0	0	295
6:00 PM	1	209	59	0	25	0	0	0	0	0	0	0	0	294
7:00 PM	1	149	42	0	12	0	0	0	0	0	0	0	0	204
8:00 PM	1	72	29	0	10	0	0	0	0	0	0	0	0	112
9:00 PM	0	57	16	0	4	0	0	0	0	0	0	0	0	77
10:00 PM	0	35	9	0	8	0	0	0	0	0	0	0	0	52
11:00 PM	0	16	5	0	1	0	0	0	0	0	0	0	0	22
Total	15	3,292	1,114	5	527	13	0	6	4	2	0	0	1	4,979
Percent	0.3%	66.1%	22.4%	0.1%	10.6%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	3	0	4	0	0	0	0	0	0	0	0	16
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	7	1	0	4	0	0	0	0	0	0	0	0	12
5:00 AM	0	8	8	0	8	0	0	0	0	0	0	0	0	24
6:00 AM	1	46	11	0	18	0	0	0	0	0	0	0	0	76
7:00 AM	1	110	42	0	40	1	0	0	0	0	0	0	0	194
8:00 AM	0	141	60	0	38	0	0	0	0	0	0	0	0	239
9:00 AM	0	112	43	0	29	0	0	0	0	0	0	0	1	185
10:00 AM	1	115	48	0	34	0	0	0	0	0	0	0	1	199
11:00 AM	0	171	78	0	48	1	0	0	0	0	0	0	1	299
12:00 PM	0	169	65	0	53	0	0	0	0	0	0	0	0	287
1:00 PM	0	160	53	1	52	2	0	0	0	0	0	0	0	268
2:00 PM	2	152	55	1	60	1	0	0	0	0	0	0	0	271
3:00 PM	3	268	99	1	72	1	0	0	0	0	0	0	0	444
4:00 PM	1	281	110	0	95	0	0	0	0	0	0	0	0	487
5:00 PM	3	338	93	0	85	1	0	0	0	0	0	0	0	520
6:00 PM	2	216	71	0	66	0	0	0	0	1	0	0	0	356
7:00 PM	1	120	38	0	33	0	0	2	0	0	0	0	0	194
8:00 PM	0	69	21	1	22	0	0	1	0	0	0	0	0	114
9:00 PM	0	64	21	0	17	0	0	0	0	0	0	0	0	102
10:00 PM	0	59	17	0	8	0	0	0	0	0	0	0	0	84
11:00 PM	0	19	2	0	6	0	0	0	0	0	0	0	0	27
Total	15	2,640	941	4	793	7	0	3	0	1	0	0	3	4,407
Percent	0.3%	59.9%	21.4%	0.1%	18.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
1:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
5:00 AM	0	30	15	1	7	0	0	0	0	0	0	0	0	53
6:00 AM	0	95	57	0	36	1	0	0	0	0	0	0	0	189
7:00 AM	1	264	111	0	55	0	0	0	0	0	0	0	0	431
8:00 AM	0	281	108	0	55	1	0	0	0	0	0	0	0	445
9:00 AM	0	165	79	1	33	1	0	0	0	0	0	0	0	279
10:00 AM	2	182	75	0	35	1	0	0	0	0	0	0	0	295
11:00 AM	2	202	74	0	37	0	0	1	1	0	0	0	0	317
12:00 PM	1	220	78	1	31	1	0	1	1	0	0	0	0	334
1:00 PM	1	224	80	1	39	1	0	1	1	0	0	0	0	348
2:00 PM	2	225	71	1	31	1	0	0	1	0	0	0	0	332
3:00 PM	1	259	75	0	34	1	0	0	0	0	0	0	0	370
4:00 PM	1	228	62	0	28	1	0	1	0	0	0	0	0	321
5:00 PM	1	218	56	0	24	0	0	0	1	0	0	0	0	300
6:00 PM	1	160	47	0	21	0	0	0	0	0	0	0	0	229
7:00 PM	0	119	33	0	18	0	0	0	0	0	0	0	0	170
8:00 PM	0	79	25	0	8	0	0	0	0	0	0	0	0	112
9:00 PM	0	52	15	0	6	0	0	0	0	0	0	0	0	73
10:00 PM	0	33	7	0	4	0	0	0	0	0	0	0	0	44
11:00 PM	0	12	5	0	2	0	0	0	0	0	0	0	0	19
Total	13	3,079	1,081	5	506	9	0	4	5	0	0	0	0	4,702
Percent	0.3%	65.5%	23.0%	0.1%	10.8%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	4	0	3	0	0	0	0	0	0	0	0	14
1:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	7	2	0	3	0	0	0	0	0	0	0	0	12
5:00 AM	0	11	5	0	4	0	0	0	0	0	0	0	0	20
6:00 AM	0	35	14	0	17	0	0	0	0	0	0	0	0	66
7:00 AM	1	92	36	0	35	1	0	0	0	0	0	0	0	165
8:00 AM	0	121	48	0	40	1	0	0	0	0	0	0	0	210
9:00 AM	0	99	45	0	32	1	0	0	0	0	0	0	0	177
10:00 AM	1	115	53	0	44	1	0	0	0	0	0	0	0	214
11:00 AM	1	145	57	1	49	0	0	0	0	0	0	0	0	253
12:00 PM	2	169	62	0	54	0	0	0	0	0	0	0	0	287
1:00 PM	1	153	58	1	52	0	0	0	0	0	0	0	0	265
2:00 PM	1	170	68	1	59	1	0	0	1	0	0	0	0	301
3:00 PM	1	218	83	1	63	1	0	0	1	0	0	0	0	368
4:00 PM	1	239	88	0	84	0	0	0	0	0	0	0	0	412
5:00 PM	2	302	91	1	91	1	0	1	0	0	0	0	0	489
6:00 PM	1	209	66	0	69	1	0	0	1	0	0	0	0	347
7:00 PM	1	112	34	0	30	0	0	0	0	0	0	0	0	177
8:00 PM	0	60	18	0	14	0	0	0	0	0	0	0	0	92
9:00 PM	0	40	13	0	9	0	0	0	0	0	0	0	0	62
10:00 PM	0	24	7	0	4	0	0	0	0	0	0	0	0	35
11:00 PM	0	11	3	0	3	0	0	0	0	0	0	0	0	17
Total	13	2,350	858	5	762	8	0	1	3	0	0	0	0	4,000
Percent	0.3%	58.8%	21.5%	0.1%	19.1%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	9
1:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
5:00 AM	0	41	20	1	10	0	0	0	0	0	0	0	0	71
6:00 AM	1	126	81	0	49	2	0	0	0	0	0	0	0	259
7:00 AM	1	346	151	0	75	0	0	0	0	0	0	0	0	573
8:00 AM	0	380	141	1	76	1	0	0	0	0	0	0	0	600
9:00 AM	0	180	97	1	39	0	0	0	0	0	0	0	0	319
10:00 AM	2	171	75	0	39	1	0	0	0	0	0	0	0	289
11:00 AM	1	186	70	1	37	1	0	1	0	0	0	0	0	296
12:00 PM	0	203	71	1	34	1	0	1	1	0	0	0	0	312
1:00 PM	1	196	63	2	38	1	0	0	1	0	0	0	0	302
2:00 PM	1	215	70	1	32	1	0	0	1	0	0	0	0	321
3:00 PM	1	250	78	1	38	1	0	0	0	0	0	0	0	370
4:00 PM	1	235	65	0	28	1	0	0	0	0	0	0	0	331
5:00 PM	1	238	59	0	28	0	0	0	0	0	0	0	0	326
6:00 PM	0	153	45	0	19	0	0	0	0	0	0	0	0	218
7:00 PM	0	119	33	0	17	0	0	0	0	0	0	0	0	170
8:00 PM	0	77	25	0	8	0	0	0	0	0	0	0	0	109
9:00 PM	0	45	12	0	5	0	0	0	0	0	0	0	0	63
10:00 PM	0	27	8	0	4	0	0	0	0	0	0	0	0	39
11:00 PM	0	8	4	0	1	0	0	0	0	0	0	0	0	12
Total	11	3,221	1,175	8	581	10	0	3	5	1	0	0	1	5,017
Percent	0.2%	64.2%	23.4%	0.2%	11.6%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	3	0	0	0	0	0	0	0	0	11
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	7	3	0	3	0	0	0	0	0	0	0	0	14
5:00 AM	0	13	6	0	4	0	0	0	0	0	0	0	0	23
6:00 AM	0	41	19	0	20	1	0	0	0	0	0	0	0	81
7:00 AM	0	112	46	0	46	2	0	0	0	0	0	0	0	206
8:00 AM	1	154	59	0	51	1	0	0	0	0	0	0	0	267
9:00 AM	0	112	49	0	38	1	0	0	0	0	0	0	0	201
10:00 AM	1	109	55	0	52	1	0	0	0	0	0	0	0	219
11:00 AM	0	137	55	1	48	0	0	0	0	0	0	0	0	242
12:00 PM	2	162	60	0	56	1	0	0	0	0	0	0	0	281
1:00 PM	0	160	64	1	60	0	0	0	0	0	0	0	0	286
2:00 PM	1	175	76	1	62	1	0	1	1	0	0	0	0	317
3:00 PM	0	232	96	1	73	1	0	1	2	0	0	0	0	407
4:00 PM	2	272	106	0	103	1	0	1	0	1	0	0	0	486
5:00 PM	2	379	107	1	121	1	0	1	0	0	0	0	0	612
6:00 PM	2	265	84	0	96	3	0	0	1	0	0	0	0	450
7:00 PM	1	128	37	0	34	0	0	0	0	0	0	0	0	201
8:00 PM	0	58	21	1	13	0	0	0	0	0	0	0	0	92
9:00 PM	1	34	13	0	9	0	0	0	0	0	0	0	0	57
10:00 PM	0	15	6	0	4	0	0	0	0	0	0	0	0	24
11:00 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
Total	13	2,580	967	8	898	16	0	5	5	1	0	0	1	4,494
Percent	0.3%	57.4%	21.5%	0.2%	20.0%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Midland Ave BTWN E Meadows & W Meadows

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 07

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	28	56	29	87	869	6,811	14,138	8,672	2,004	200	28	5	3	0	0	0	0	32,930
Percent	0.1%	0.2%	0.1%	0.3%	2.6%	20.7%	42.9%	26.3%	6.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	8	46	88	262	753	3,167	9,116	9,954	4,013	597	72	11	4	0	0	0	0	28,091
Percent	0.0%	0.2%	0.3%	0.9%	2.7%	11.3%	32.5%	35.4%	14.3%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	36	102	117	349	1,622	9,978	23,254	18,626	6,017	797	100	16	7	0	0	0	0	61,021
Percent	0.1%	0.2%	0.2%	0.6%	2.7%	16.4%	38.1%	30.5%	9.9%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	38.0	mph		Mean (Average) Speed	38.1	mph	
85th Percentile	42.8	mph		10 mph Pace	33.1 - 43.1	mph	
95th Percentile	45.7	mph		Percent in Pace	73.7	%	
Westbound				Westbound			
50th Percentile (Median)	40.3	mph		Mean (Average) Speed	40.0	mph	
85th Percentile	45.3	mph		10 mph Pace	35.5 - 45.5	mph	
95th Percentile	48.3	mph		Percent in Pace	68.2	%	

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07



Saturday, September 17, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	4	7	2	1	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	0	2	1	5	1	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	2	2	4	2	0	0	0	0	0	0	0	0	10
3:00 AM	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	1	8	9	5	1	0	0	0	0	0	0	0	24
6:00 AM	0	0	0	0	0	5	20	21	12	0	0	0	0	0	0	0	0	58
7:00 AM	0	0	0	0	2	21	31	63	19	7	0	0	0	0	0	0	0	143
8:00 AM	0	0	0	0	2	35	62	46	23	0	0	0	0	0	0	0	0	168
9:00 AM	0	0	0	0	9	52	68	70	9	0	0	0	0	0	0	0	0	208
10:00 AM	0	0	0	0	5	49	117	75	12	1	0	0	0	0	0	0	0	259
11:00 AM	0	0	0	0	7	56	119	81	15	3	0	0	0	0	0	0	0	281
12:00 PM	0	0	0	0	9	56	145	74	21	2	0	0	0	0	0	0	0	307
1:00 PM	0	0	0	0	2	50	162	66	18	2	0	0	0	0	0	0	0	300
2:00 PM	0	0	0	0	2	50	124	82	17	0	0	0	0	0	0	0	0	275
3:00 PM	0	0	0	0	4	50	120	67	18	4	0	0	0	0	0	0	0	263
4:00 PM	0	0	0	0	4	37	110	88	20	7	0	0	0	0	0	0	0	266
5:00 PM	0	0	0	0	4	43	112	80	16	3	0	0	0	0	0	0	0	258
6:00 PM	0	0	0	0	0	25	99	77	23	1	0	0	0	0	0	0	0	225
7:00 PM	0	0	0	1	4	46	48	40	9	1	0	0	0	0	0	0	0	149
8:00 PM	0	0	0	0	6	37	43	24	8	1	0	0	0	0	0	0	0	119
9:00 PM	0	0	0	0	2	22	45	21	8	1	0	0	0	0	0	0	0	99
10:00 PM	0	0	0	0	2	7	21	15	5	3	0	0	0	0	0	0	0	53
11:00 PM	0	0	0	0	0	1	11	18	5	0	0	0	0	0	0	0	0	35
Total	0	0	0	1	64	650	1,478	1,039	268	38	0	0	0	0	0	0	0	3,538
Percent	0.0%	0.0%	0.0%	0.0%	1.8%	18.4%	41.8%	29.4%	7.6%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.6	mph	Mean (Average) Speed	38.8	mph
85th Percentile	43.6	mph	10 mph Pace	34.1 - 44.1	mph
95th Percentile	46.5	mph	Percent in Pace	73.6	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07

Saturday, September 17, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	2	8	3	1	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	0	1	2	1	4	3	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	0	2	2	3	6	1	1	1	0	0	0	0	0	16
3:00 AM	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	0	0	3	2	5	8	2	0	0	0	0	0	0	0	20
6:00 AM	0	0	0	0	0	4	16	13	9	4	0	0	1	0	0	0	0	47
7:00 AM	0	0	0	0	1	4	21	33	24	4	0	0	0	0	0	0	0	87
8:00 AM	0	0	0	0	1	3	25	51	26	8	1	0	0	0	0	0	0	115
9:00 AM	0	0	0	0	0	4	44	68	19	2	1	0	0	0	0	0	0	138
10:00 AM	0	0	0	0	0	13	93	95	32	3	1	1	0	0	0	0	0	238
11:00 AM	0	0	0	0	0	22	85	108	36	4	0	0	0	0	0	0	0	255
12:00 PM	0	0	0	0	1	29	95	117	53	5	1	0	0	0	0	0	0	301
1:00 PM	0	0	0	0	0	10	60	102	38	7	0	0	0	0	0	0	0	217
2:00 PM	0	0	0	0	1	11	81	123	36	8	0	1	0	0	0	0	0	261
3:00 PM	0	0	0	0	1	15	76	82	40	7	2	0	0	0	0	0	0	223
4:00 PM	0	0	0	0	4	14	47	94	45	7	1	0	0	0	0	0	0	212
5:00 PM	0	0	0	1	3	15	57	84	48	13	1	0	0	0	0	0	0	222
6:00 PM	0	0	0	0	1	18	62	79	26	7	0	0	0	0	0	0	0	193
7:00 PM	0	0	0	4	4	16	72	35	22	0	1	0	0	0	0	0	0	154
8:00 PM	0	0	0	0	0	9	25	50	13	7	0	0	0	0	0	0	0	104
9:00 PM	0	0	0	0	2	5	18	28	17	3	0	0	0	0	0	0	0	73
10:00 PM	0	0	0	0	0	4	9	22	6	5	0	1	0	0	0	0	0	47
11:00 PM	0	0	0	0	0	1	9	14	8	1	0	0	0	0	0	0	0	33
Total	0	0	0	5	20	207	905	1,224	525	99	10	4	1	0	0	0	0	3,000
Percent	0.0%	0.0%	0.0%	0.2%	0.7%	6.9%	30.2%	40.8%	17.5%	3.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.3	mph	Mean (Average) Speed	41.4	mph
85th Percentile	46.0	mph	10 mph Pace	36.1 - 46.1	mph
95th Percentile	49.3	mph	Percent in Pace	73.7	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07



Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	7	10	1	1	1	0	0	0	0	0	0	23
1:00 AM	0	0	0	0	1	0	9	4	0	0	0	0	0	0	0	0	0	14
2:00 AM	0	0	0	0	0	2	2	4	2	1	1	0	0	0	0	0	0	12
3:00 AM	0	0	0	0	0	4	3	1	1	1	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	0	1	0	5	7	2	2	0	0	0	0	0	0	0	17
6:00 AM	0	0	0	0	0	4	4	12	9	2	0	0	0	0	0	0	0	31
7:00 AM	0	0	0	0	0	7	20	23	12	4	0	0	0	0	0	0	0	66
8:00 AM	0	0	0	0	0	11	41	30	19	0	0	0	0	0	0	0	0	101
9:00 AM	0	0	0	0	0	26	67	56	19	2	0	0	0	0	0	0	0	170
10:00 AM	0	0	0	0	4	34	83	63	11	2	0	0	0	0	0	0	0	197
11:00 AM	0	0	0	0	1	34	93	81	14	0	0	0	0	0	0	0	0	223
12:00 PM	0	0	0	0	8	39	118	70	13	4	0	1	1	0	0	0	0	254
1:00 PM	0	0	0	0	9	50	105	59	10	3	0	0	0	0	0	0	0	236
2:00 PM	0	0	0	0	1	39	113	52	22	3	1	0	0	0	0	0	0	231
3:00 PM	0	0	0	0	6	32	113	69	30	3	0	1	0	0	0	0	0	254
4:00 PM	0	0	0	0	3	42	96	49	18	3	0	0	0	0	0	0	0	211
5:00 PM	0	0	0	1	2	31	110	56	31	1	0	0	0	0	0	0	0	232
6:00 PM	0	0	0	0	8	25	63	60	20	4	0	0	0	0	0	0	0	180
7:00 PM	0	0	0	3	9	39	64	34	5	0	0	0	0	0	0	0	0	154
8:00 PM	0	0	0	0	7	28	54	19	8	0	0	0	0	0	0	0	0	116
9:00 PM	0	0	0	0	3	13	35	24	8	1	0	0	0	0	0	0	0	84
10:00 PM	0	0	0	0	0	3	18	18	6	0	0	0	0	0	0	0	0	45
11:00 PM	0	0	0	0	0	2	6	8	4	0	0	0	0	0	0	0	0	20
Total	0	0	0	4	63	468	1,235	812	265	37	3	2	1	0	0	0	0	2,890
Percent	0.0%	0.0%	0.0%	0.1%	2.2%	16.2%	42.7%	28.1%	9.2%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.7	mph	Mean (Average) Speed	39.0	mph
85th Percentile	43.7	mph	10 mph Pace	34.1 - 44.1	mph
95th Percentile	47.3	mph	Percent in Pace	72.5	%

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07



Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	1	6	9	7	0	0	0	0	0	0	0	0	24
1:00 AM	0	0	0	0	0	1	4	6	5	1	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	0	0	0	4	7	5	2	1	0	0	0	0	0	0	19
3:00 AM	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	0	5	4	4	0	0	0	0	0	0	0	0	13
5:00 AM	0	0	0	0	0	1	2	4	3	1	1	0	0	0	0	0	0	12
6:00 AM	0	0	0	0	0	0	4	12	10	4	0	1	1	0	0	0	0	32
7:00 AM	0	0	0	0	0	1	11	20	14	1	0	0	0	0	0	0	0	47
8:00 AM	0	0	0	0	0	1	17	25	20	4	0	1	0	0	0	0	0	68
9:00 AM	0	0	0	0	2	9	44	46	32	4	1	0	0	0	0	0	0	138
10:00 AM	0	0	0	0	2	13	51	78	24	4	1	0	0	0	0	0	0	173
11:00 AM	0	0	0	0	0	14	55	95	32	2	0	1	0	0	0	0	0	199
12:00 PM	0	0	0	0	0	15	93	119	31	6	0	0	0	0	0	0	0	264
1:00 PM	0	0	0	2	3	16	65	97	51	5	1	0	0	0	0	0	0	240
2:00 PM	0	0	0	0	1	12	66	89	44	7	5	0	0	0	0	0	0	224
3:00 PM	0	0	0	0	0	5	55	84	37	9	0	1	0	0	0	0	0	191
4:00 PM	0	0	0	0	1	14	45	68	26	9	2	0	0	0	0	0	0	165
5:00 PM	0	0	0	0	3	12	48	70	36	6	0	0	0	0	0	0	0	175
6:00 PM	0	0	0	0	1	10	51	52	28	6	0	0	0	0	0	0	0	148
7:00 PM	0	0	0	0	3	20	41	34	11	2	0	0	0	0	0	0	0	111
8:00 PM	0	0	0	0	2	9	20	20	10	3	1	0	0	0	0	0	0	65
9:00 PM	0	0	0	0	0	2	14	6	14	0	0	0	0	0	0	0	0	36
10:00 PM	0	0	0	0	0	3	7	10	3	0	0	0	0	0	0	0	0	23
11:00 PM	0	0	0	0	1	0	2	5	5	1	0	0	0	0	0	0	0	14
Total	0	0	0	3	19	159	711	964	452	78	13	4	1	0	0	0	0	2,404
Percent	0.0%	0.0%	0.0%	0.1%	0.8%	6.6%	29.6%	40.1%	18.8%	3.2%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.7	mph	Mean (Average) Speed	41.6	mph
85th Percentile	46.5	mph	10 mph Pace	36.0 - 46.0	mph
95th Percentile	49.4	mph	Percent in Pace	71.59	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07



Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	2	6	1	0	1	0	0	0	0	0	0	11
1:00 AM	0	0	0	1	0	3	6	1	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	0	0	4	19	23	14	2	0	0	0	0	0	0	0	62
6:00 AM	0	0	0	1	1	17	87	104	23	2	0	1	0	0	0	0	0	236
7:00 AM	0	0	0	1	1	113	244	203	30	4	0	0	0	0	0	0	0	596
8:00 AM	0	0	0	0	19	134	290	146	34	1	0	0	0	0	0	0	0	624
9:00 AM	0	0	0	0	3	35	134	91	24	0	0	0	0	0	0	0	0	287
10:00 AM	0	0	0	0	9	83	136	73	13	1	1	0	0	0	0	0	0	316
11:00 AM	0	0	0	0	19	175	239	67	13	0	0	0	0	0	0	0	0	513
12:00 PM	0	0	0	0	19	180	228	99	11	1	0	0	0	0	0	0	0	538
1:00 PM	0	0	0	2	36	185	317	141	14	1	0	0	0	0	0	0	0	696
2:00 PM	0	0	0	2	20	171	225	99	12	1	0	0	0	0	0	0	0	530
3:00 PM	0	0	0	2	40	204	232	97	16	0	0	0	0	0	0	0	0	591
4:00 PM	0	0	0	2	24	102	209	101	9	1	0	0	0	0	0	0	0	448
5:00 PM	0	0	0	1	3	84	164	75	12	4	1	0	0	0	0	0	0	344
6:00 PM	0	0	0	0	6	51	113	68	14	1	0	0	0	0	0	0	0	253
7:00 PM	0	0	1	2	11	40	64	47	12	0	0	0	0	0	0	0	0	177
8:00 PM	0	0	0	0	8	16	44	34	4	2	0	0	0	0	0	0	0	108
9:00 PM	0	0	0	0	2	16	25	9	8	0	0	0	0	0	0	0	0	60
10:00 PM	0	0	0	0	0	9	17	11	5	0	0	0	0	0	0	0	0	42
11:00 PM	0	0	0	0	0	1	5	7	1	1	0	0	0	0	0	0	0	15
Total	0	0	1	14	222	1,627	2,801	1,507	274	22	3	1	0	0	0	0	0	6,472
Percent	0.0%	0.0%	0.0%	0.2%	3.4%	25.1%	43.3%	23.3%	4.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.4	mph	Mean (Average) Speed	37.5	mph
85th Percentile	42.2	mph	10 mph Pace	32.7 - 42.7	mph
95th Percentile	44.9	mph	Percent in Pace	74.6	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07



Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	1	1	1	4	1	1	0	0	0	0	0	0	9
4:00 AM	0	0	0	0	1	0	2	4	4	1	0	0	0	0	0	0	0	12
5:00 AM	0	0	0	0	0	3	3	6	4	1	1	0	0	0	0	0	0	18
6:00 AM	0	0	0	0	2	1	13	23	24	9	0	0	0	0	0	0	0	72
7:00 AM	0	0	0	0	0	5	40	94	63	5	0	0	0	0	0	0	0	207
8:00 AM	0	0	0	0	0	12	49	111	66	8	4	0	0	0	0	0	0	250
9:00 AM	0	0	0	0	0	10	54	74	41	1	1	0	0	0	0	0	0	181
10:00 AM	0	0	0	0	3	14	85	88	40	6	1	0	0	0	0	0	0	237
11:00 AM	0	0	0	0	1	36	79	126	51	4	3	0	0	0	0	0	0	300
12:00 PM	0	0	0	0	6	42	113	111	42	3	0	0	0	0	0	0	0	317
1:00 PM	0	0	0	0	5	24	78	105	52	4	1	0	0	0	0	0	0	269
2:00 PM	0	0	0	2	7	43	135	148	63	6	0	0	1	0	0	0	0	405
3:00 PM	0	0	2	3	14	53	150	192	70	11	0	0	0	0	0	0	0	495
4:00 PM	0	0	4	12	46	113	189	155	60	4	0	0	0	0	0	0	0	583
5:00 PM	3	16	30	44	69	149	205	116	37	3	0	0	0	0	0	0	0	672
6:00 PM	0	0	0	8	15	66	139	112	44	6	2	0	0	0	0	0	0	392
7:00 PM	0	2	2	1	8	25	73	51	22	1	0	0	0	0	0	0	0	185
8:00 PM	0	0	0	2	2	14	29	28	17	2	0	0	0	0	0	0	0	94
9:00 PM	0	0	0	0	0	7	14	18	10	0	2	0	0	0	0	0	0	51
10:00 PM	0	0	0	0	0	2	10	7	1	1	0	0	0	0	0	0	0	21
11:00 PM	0	0	0	0	0	0	4	6	1	1	0	0	0	0	0	0	0	12
Total	3	18	38	72	180	622	1,467	1,582	720	78	16	0	1	0	0	0	0	4,797
Percent	0.1%	0.4%	0.8%	1.5%	3.8%	13.0%	30.6%	33.0%	15.0%	1.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.0	mph	Mean (Average) Speed	39.4	mph
85th Percentile	45.4	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	48.1	mph	Percent in Pace	63.89	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07



Tuesday, September 20, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	3	0	3	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	7
3:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	2	3	8	3	0	0	0	0	0	0	0	0	16
5:00 AM	0	0	0	1	0	2	16	35	13	1	0	0	0	0	0	0	0	68
6:00 AM	0	0	0	0	5	32	106	110	17	3	0	0	0	0	0	0	0	273
7:00 AM	0	0	0	0	4	128	249	176	24	3	1	0	0	0	0	0	0	585
8:00 AM	28	55	28	22	33	173	196	106	12	2	0	0	0	0	0	0	0	655
9:00 AM	0	0	0	0	10	59	141	86	20	1	0	0	0	0	0	0	0	317
10:00 AM	0	0	0	0	16	65	122	72	18	1	0	0	0	0	0	0	0	294
11:00 AM	0	0	0	2	8	69	124	59	12	0	0	0	0	0	0	0	0	274
12:00 PM	0	0	0	0	9	73	145	76	14	0	1	0	0	0	0	0	0	318
1:00 PM	0	0	0	0	10	77	131	59	16	2	0	0	0	0	0	0	0	295
2:00 PM	0	0	0	0	4	61	158	70	10	0	1	0	0	0	0	0	0	304
3:00 PM	0	0	0	0	6	98	192	82	15	1	0	0	0	0	0	0	0	394
4:00 PM	0	0	0	0	9	76	121	80	21	1	0	0	0	0	0	0	0	308
5:00 PM	0	0	0	0	1	89	169	82	14	1	0	0	0	0	0	0	0	356
6:00 PM	0	0	0	0	2	28	105	66	15	1	0	0	0	0	0	0	0	217
7:00 PM	0	0	0	2	5	51	70	30	5	0	0	0	0	0	0	0	0	163
8:00 PM	0	0	0	1	8	33	38	24	5	0	0	0	0	0	0	0	0	109
9:00 PM	0	0	0	2	0	14	19	17	4	1	0	1	0	0	0	0	0	58
10:00 PM	0	0	0	0	0	5	11	14	4	1	0	0	0	0	0	0	0	35
11:00 PM	0	0	0	0	1	3	5	3	0	0	0	0	0	0	0	0	0	12
Total	28	56	28	30	131	1,142	2,129	1,259	246	19	3	1	0	0	0	0	0	5,072
Percent	0.6%	1.1%	0.6%	0.6%	2.6%	22.5%	42.0%	24.8%	4.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.6	mph	Mean (Average) Speed	37.3	mph
85th Percentile	42.4	mph	10 mph Pace	33.2 - 43.2	mph
95th Percentile	45.2	mph	Percent in Pace	72.8	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07

Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	1	2	1	0	2	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	1	4	2	3	1	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	3	5	6	4	1	0	0	0	0	0	0	0	19
6:00 AM	0	0	0	0	0	2	19	30	27	3	0	0	0	0	0	0	0	81
7:00 AM	0	0	0	0	2	20	39	98	41	9	1	0	0	0	0	0	0	210
8:00 AM	2	1	0	0	1	22	96	114	35	1	0	0	0	0	0	0	0	272
9:00 AM	0	0	0	0	3	8	65	87	41	5	1	0	0	0	0	0	0	210
10:00 AM	1	0	1	0	0	12	68	88	36	5	0	0	0	0	0	0	0	211
11:00 AM	0	0	0	0	0	29	83	107	40	2	0	0	0	0	0	0	0	261
12:00 PM	0	0	0	0	9	28	99	80	39	4	1	0	0	0	0	0	0	260
1:00 PM	0	0	0	0	1	19	99	101	24	5	1	0	0	0	0	0	0	250
2:00 PM	0	0	0	0	4	40	114	91	19	0	1	0	0	0	0	0	0	269
3:00 PM	0	0	0	0	8	55	159	149	26	6	1	1	0	0	0	0	0	405
4:00 PM	0	0	1	3	14	81	184	149	36	2	0	0	0	0	0	0	0	470
5:00 PM	0	1	2	26	72	147	227	107	21	2	0	0	0	0	0	0	0	605
6:00 PM	0	0	2	22	65	95	177	123	37	8	0	0	0	0	0	0	0	529
7:00 PM	0	0	0	1	7	31	95	75	15	1	1	0	0	0	0	0	0	226
8:00 PM	0	0	0	0	0	7	26	38	11	3	0	0	0	0	0	0	0	85
9:00 PM	0	0	0	0	1	5	14	20	9	2	1	0	0	0	0	0	0	52
10:00 PM	0	0	0	0	0	3	8	3	9	4	0	0	0	0	0	0	0	27
11:00 PM	0	0	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	7
Total	3	2	6	52	187	612	1,586	1,471	480	64	10	1	0	0	0	0	0	4,474
Percent	0.1%	0.0%	0.1%	1.2%	4.2%	13.7%	35.4%	32.9%	10.7%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.5	mph	Mean (Average) Speed	39.2	mph
85th Percentile	44.4	mph	10 mph Pace	34.9 - 44.9	mph
95th Percentile	47.3	mph	Percent in Pace	68.33	%

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07



Wednesday, September 21, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	1	2	5	0	1	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	0	1	1	18	30	22	1	0	0	0	0	0	0	0	73
6:00 AM	0	0	0	0	4	19	93	97	44	3	0	0	0	0	0	0	0	260
7:00 AM	0	0	0	0	6	86	281	176	36	0	0	0	0	0	0	0	0	585
8:00 AM	0	0	0	1	9	129	246	160	38	0	0	0	0	0	0	0	0	583
9:00 AM	0	0	0	0	10	71	150	69	20	4	0	0	0	0	0	0	0	324
10:00 AM	0	0	0	1	3	64	118	78	13	1	0	0	0	0	0	0	0	278
11:00 AM	0	0	0	0	5	66	144	79	13	1	1	0	0	0	0	0	0	309
12:00 PM	0	0	0	1	5	68	139	71	15	3	0	0	0	0	0	0	0	302
1:00 PM	0	0	0	0	10	59	144	85	19	6	0	0	0	0	0	0	0	323
2:00 PM	0	0	0	2	15	67	158	87	22	1	0	0	0	0	0	0	0	352
3:00 PM	0	0	0	0	18	99	157	59	13	0	0	0	0	0	0	0	0	346
4:00 PM	0	0	0	0	14	82	160	78	8	3	0	0	0	0	0	0	0	345
5:00 PM	0	0	0	0	10	90	137	59	13	1	0	0	0	0	0	0	0	310
6:00 PM	0	0	0	2	8	35	94	62	13	0	1	0	0	0	0	0	0	215
7:00 PM	0	0	0	1	16	40	59	37	8	1	0	0	0	0	0	0	0	162
8:00 PM	0	0	0	0	9	30	41	11	1	2	0	0	0	0	0	0	0	94
9:00 PM	0	0	0	1	1	18	18	16	4	1	1	0	0	0	0	0	0	60
10:00 PM	0	0	0	0	1	5	19	13	4	0	0	0	0	0	0	0	0	42
11:00 PM	0	0	0	0	1	1	4	5	2	1	0	0	0	0	0	0	0	14
Total	0	0	0	9	147	1,034	2,192	1,284	312	30	3	0	0	0	0	0	0	5,011
Percent	0.0%	0.0%	0.0%	0.2%	2.9%	20.6%	43.7%	25.6%	6.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.0	mph	Mean (Average) Speed	38.1	mph
85th Percentile	42.7	mph	10 mph Pace	32.9 - 42.9	mph
95th Percentile	45.6	mph	Percent in Pace	75.0	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07

Wednesday, September 21, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	1	2	5	4	1	0	0	1	0	0	0	0	14
5:00 AM	0	0	0	0	0	0	7	11	7	0	0	0	0	0	0	0	0	25
6:00 AM	0	0	0	0	1	4	22	32	26	6	0	0	0	0	0	0	0	91
7:00 AM	0	1	0	0	0	9	51	96	52	6	2	0	0	0	0	0	0	217
8:00 AM	0	0	0	0	2	17	56	129	65	8	1	0	0	0	0	0	0	278
9:00 AM	0	0	0	0	3	16	47	90	37	0	1	0	0	0	0	0	0	194
10:00 AM	0	0	0	0	0	15	77	102	26	1	0	0	0	0	0	0	0	221
11:00 AM	0	0	0	0	1	15	77	102	38	7	0	0	0	0	0	0	0	240
12:00 PM	0	0	0	1	1	23	108	91	39	8	0	0	0	0	0	0	0	271
1:00 PM	0	0	0	0	5	49	104	144	41	3	0	0	0	0	0	0	0	346
2:00 PM	0	0	0	2	9	44	143	118	52	6	1	0	0	0	0	0	0	375
3:00 PM	0	0	0	0	11	44	145	143	46	6	0	0	0	0	0	0	0	395
4:00 PM	0	0	1	4	18	59	172	163	41	10	1	0	0	0	0	0	0	469
5:00 PM	1	12	15	54	55	128	184	147	22	2	0	0	0	0	0	0	0	620
6:00 PM	0	0	0	6	26	94	142	105	31	6	0	0	0	0	0	0	0	410
7:00 PM	0	0	0	0	4	42	77	61	26	3	0	0	0	0	0	0	0	213
8:00 PM	0	0	0	0	0	14	32	30	14	2	0	0	0	0	0	0	0	92
9:00 PM	0	0	0	0	1	2	13	18	7	0	0	0	0	0	0	0	0	41
10:00 PM	0	0	0	0	1	2	3	11	3	1	0	0	0	0	0	0	0	21
11:00 PM	0	0	0	0	0	0	1	2	6	3	0	0	0	0	0	0	0	12
Total	1	13	16	67	138	579	1,471	1,605	586	80	6	0	1	0	0	0	0	4,563
Percent	0.0%	0.3%	0.4%	1.5%	3.0%	12.7%	32.2%	35.2%	12.8%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.0	mph	Mean (Average) Speed	39.5	mph
85th Percentile	45.0	mph	10 mph Pace	35.8 - 45.8	mph
95th Percentile	47.6	mph	Percent in Pace	67.78	%

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07



Thursday, September 22, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	1	0	2	0	2	1	1	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	1	20	28	21	1	1	0	0	0	0	0	0	72
6:00 AM	0	0	0	0	0	10	89	113	28	4	0	0	0	0	0	0	0	244
7:00 AM	0	0	0	1	1	78	244	193	31	2	0	0	0	0	0	0	0	550
8:00 AM	0	0	0	5	28	142	235	133	16	2	0	0	0	0	0	0	0	561
9:00 AM	0	0	0	0	8	55	155	80	17	0	0	0	0	0	0	0	0	315
10:00 AM	0	0	0	3	14	50	147	69	9	0	2	0	0	0	0	0	0	294
11:00 AM	0	0	0	0	6	72	121	94	13	0	0	0	0	0	0	0	0	306
12:00 PM	0	0	0	0	12	80	139	68	13	2	1	0	1	0	0	0	0	316
1:00 PM	0	0	0	0	6	74	143	54	12	0	0	0	0	0	0	0	0	289
2:00 PM	0	0	0	5	5	76	130	77	14	1	0	0	0	0	0	0	0	308
3:00 PM	0	0	0	0	12	97	158	86	14	1	1	0	0	0	0	0	0	369
4:00 PM	0	0	0	0	18	76	157	73	13	1	0	0	1	0	0	0	0	339
5:00 PM	0	0	0	3	6	38	143	100	21	1	0	0	0	0	0	0	0	312
6:00 PM	0	0	0	0	4	37	95	60	24	0	1	0	0	0	0	0	0	221
7:00 PM	0	0	0	0	4	52	79	35	12	2	0	0	0	0	0	0	0	184
8:00 PM	0	0	0	0	3	29	61	25	7	0	0	0	0	0	0	0	0	125
9:00 PM	0	0	0	0	3	16	21	24	8	0	0	0	0	0	0	0	0	72
10:00 PM	0	0	0	0	0	6	12	19	4	0	0	0	0	0	0	0	0	41
11:00 PM	0	0	0	0	0	1	1	6	2	0	1	0	0	0	0	0	0	11
Total	0	0	0	19	130	994	2,162	1,348	288	18	7	0	2	0	0	0	0	4,968
Percent	0.0%	0.0%	0.0%	0.4%	2.6%	20.0%	43.5%	27.1%	5.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.1	mph	Mean (Average) Speed	38.2	mph
85th Percentile	42.8	mph	10 mph Pace	33.0 - 43.0	mph
95th Percentile	45.5	mph	Percent in Pace	74.3	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07

Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	4	5	2	1	0	0	0	0	0	0	0	13
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	1	0	1	5	1	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	0	0	2	2	5	4	3	0	0	0	0	0	0	0	16
5:00 AM	0	0	0	0	0	1	3	11	8	0	1	0	0	0	0	0	0	24
6:00 AM	0	0	0	0	1	3	14	28	17	7	1	0	0	0	0	0	0	71
7:00 AM	0	0	0	0	0	7	41	85	48	9	1	1	0	0	0	0	0	192
8:00 AM	0	0	0	0	2	20	62	109	52	5	0	0	0	0	0	0	0	250
9:00 AM	0	0	1	0	6	21	61	78	31	1	0	0	0	0	0	0	0	199
10:00 AM	0	0	0	0	7	25	76	82	24	8	3	0	0	0	0	0	0	225
11:00 AM	0	0	0	0	2	19	84	88	27	2	2	0	0	0	0	0	0	224
12:00 PM	0	0	0	0	2	17	125	124	39	6	0	0	0	0	0	0	0	313
1:00 PM	0	0	0	0	2	32	94	103	31	0	0	0	0	0	0	0	0	262
2:00 PM	0	0	0	0	3	34	133	100	33	2	1	0	0	0	0	0	0	306
3:00 PM	0	0	2	1	10	50	148	143	59	8	0	0	0	0	0	0	0	421
4:00 PM	0	1	3	8	14	87	200	150	51	5	0	0	0	0	0	0	0	519
5:00 PM	1	5	12	22	36	113	205	162	46	9	0	0	0	0	0	0	0	611
6:00 PM	0	0	0	6	32	47	152	120	50	3	1	0	0	0	0	0	0	411
7:00 PM	0	0	0	0	2	22	58	60	19	3	0	0	0	0	0	0	0	164
8:00 PM	0	0	0	0	3	7	26	43	18	3	0	0	0	0	0	0	0	100
9:00 PM	0	0	0	0	1	10	26	25	11	4	0	0	0	0	0	0	0	77
10:00 PM	0	0	0	0	0	2	4	9	6	3	1	0	0	0	0	0	0	25
11:00 PM	0	0	0	0	0	1	5	4	2	1	0	0	0	0	0	0	0	13
Total	1	6	18	37	124	521	1,524	1,539	579	84	11	2	0	0	0	0	0	4,446
Percent	0.0%	0.1%	0.4%	0.8%	2.8%	11.7%	34.3%	34.6%	13.0%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.9	mph	Mean (Average) Speed	39.7	mph
85th Percentile	45.1	mph	10 mph Pace	35.6 - 45.6	mph
95th Percentile	47.9	mph	Percent in Pace	69.05	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07



Friday, September 23, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	7	6	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	0	0	3	14	17	16	0	2	0	0	0	0	0	0	52
6:00 AM	0	0	0	0	0	12	80	101	32	4	0	0	0	0	0	0	0	229
7:00 AM	0	0	0	2	5	76	204	172	32	7	0	0	0	0	0	0	0	498
8:00 AM	0	0	0	0	4	59	189	136	30	2	1	0	0	0	0	0	0	421
9:00 AM	0	0	0	0	8	59	112	116	40	5	0	0	0	0	0	0	0	340
10:00 AM	0	0	0	0	17	118	182	93	21	1	0	0	0	0	0	0	0	432
11:00 AM	0	0	0	0	6	73	136	72	23	1	1	0	0	0	0	0	0	312
12:00 PM	0	0	0	0	4	62	131	82	20	0	0	0	0	0	0	0	0	299
1:00 PM	0	0	0	4	8	51	140	77	11	1	1	0	0	0	0	0	0	293
2:00 PM	0	0	0	0	3	56	161	80	14	0	0	0	0	0	0	0	0	314
3:00 PM	0	0	0	2	15	71	147	102	26	4	1	0	0	0	0	0	0	368
4:00 PM	0	0	0	1	7	69	151	77	18	4	1	0	0	0	0	0	0	328
5:00 PM	0	0	0	0	8	42	130	85	30	0	0	0	0	0	0	0	0	295
6:00 PM	0	0	0	0	8	53	137	83	11	0	2	0	0	0	0	0	0	294
7:00 PM	0	0	0	1	7	44	96	45	9	2	0	0	0	0	0	0	0	204
8:00 PM	0	0	0	0	3	18	53	32	3	2	0	1	0	0	0	0	0	112
9:00 PM	0	0	0	0	4	16	32	20	5	0	0	0	0	0	0	0	0	77
10:00 PM	0	0	0	0	1	10	21	14	4	2	0	0	0	0	0	0	0	52
11:00 PM	0	0	0	0	1	3	12	4	2	0	0	0	0	0	0	0	0	22
Total	0	0	0	10	112	896	2,141	1,423	351	36	9	1	0	0	0	0	0	4,979
Percent	0.0%	0.0%	0.0%	0.2%	2.2%	18.0%	43.0%	28.6%	7.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.5	mph	Mean (Average) Speed	38.6	mph
85th Percentile	43.2	mph	10 mph Pace	33.3 - 43.3	mph
95th Percentile	46.0	mph	Percent in Pace	74.5	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07



Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	4	8	3	0	0	0	0	0	0	0	0	16
1:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	3	5	4	0	0	0	0	0	0	0	0	12
5:00 AM	0	0	0	0	0	4	7	7	5	1	0	0	0	0	0	0	0	24
6:00 AM	0	0	0	0	0	5	16	33	16	5	1	0	0	0	0	0	0	76
7:00 AM	0	0	0	2	6	13	41	86	42	4	0	0	0	0	0	0	0	194
8:00 AM	0	0	0	0	0	2	62	115	50	10	0	0	0	0	0	0	0	239
9:00 AM	0	0	0	0	0	9	60	73	38	5	0	0	0	0	0	0	0	185
10:00 AM	0	0	0	0	2	15	77	63	35	7	0	0	0	0	0	0	0	199
11:00 AM	0	0	0	0	2	33	102	114	44	4	0	0	0	0	0	0	0	299
12:00 PM	0	0	0	1	1	29	101	116	35	4	0	0	0	0	0	0	0	287
1:00 PM	0	0	0	1	1	8	84	117	49	8	0	0	0	0	0	0	0	268
2:00 PM	0	0	0	0	0	38	84	103	40	6	0	0	0	0	0	0	0	271
3:00 PM	0	0	0	0	7	58	168	131	67	11	2	0	0	0	0	0	0	444
4:00 PM	0	0	0	0	12	39	178	166	74	17	1	0	0	0	0	0	0	487
5:00 PM	0	7	10	19	37	96	147	141	53	10	0	0	0	0	0	0	0	520
6:00 PM	0	0	0	3	6	53	141	99	44	10	0	0	0	0	0	0	0	356
7:00 PM	0	0	0	0	5	27	80	56	22	3	1	0	0	0	0	0	0	194
8:00 PM	0	0	0	0	2	21	30	41	17	2	1	0	0	0	0	0	0	114
9:00 PM	0	0	0	0	2	10	31	43	12	4	0	0	0	0	0	0	0	102
10:00 PM	0	0	0	0	2	5	28	33	13	3	0	0	0	0	0	0	0	84
11:00 PM	0	0	0	0	0	1	6	13	7	0	0	0	0	0	0	0	0	27
Total	0	7	10	26	85	467	1,452	1,569	671	114	6	0	0	0	0	0	0	4,407
Percent	0.0%	0.2%	0.2%	0.6%	1.9%	10.6%	32.9%	35.6%	15.2%	2.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.5	mph	Mean (Average) Speed	40.3	mph
85th Percentile	45.5	mph	10 mph Pace	35.3 - 45.3	mph
95th Percentile	48.4	mph	Percent in Pace	68.69	%

Location: Midland Ave BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 07

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	2	14	21	13	1	0	0	0	0	0	0	0	51
6:00 AM	0	0	0	0	1	14	68	80	24	3	0	0	0	0	0	0	0	190
7:00 AM	0	0	0	1	3	73	182	144	26	4	0	0	0	0	0	0	0	433
8:00 AM	4	8	4	4	14	98	180	108	25	1	0	0	0	0	0	0	0	446
9:00 AM	0	0	0	0	7	51	118	81	21	2	0	0	0	0	0	0	0	280
10:00 AM	0	0	0	1	10	66	129	75	14	1	0	0	0	0	0	0	0	296
11:00 AM	0	0	0	0	7	78	139	76	15	1	0	0	0	0	0	0	0	316
12:00 PM	0	0	0	0	9	80	149	77	15	2	0	0	0	0	0	0	0	332
1:00 PM	0	0	0	1	12	78	163	77	14	2	0	0	0	0	0	0	0	347
2:00 PM	0	0	0	1	7	74	153	78	16	1	0	0	0	0	0	0	0	330
3:00 PM	0	0	0	1	14	93	160	80	19	2	0	0	0	0	0	0	0	369
4:00 PM	0	0	0	0	11	69	143	78	15	3	0	0	0	0	0	0	0	319
5:00 PM	0	0	0	1	5	60	138	77	20	2	0	0	0	0	0	0	0	303
6:00 PM	0	0	0	0	5	36	101	68	17	1	1	0	0	0	0	0	0	229
7:00 PM	0	0	0	1	8	45	69	38	9	1	0	0	0	0	0	0	0	171
8:00 PM	0	0	0	0	6	27	48	24	5	1	0	0	0	0	0	0	0	111
9:00 PM	0	0	0	0	2	16	28	19	6	1	0	0	0	0	0	0	0	72
10:00 PM	0	0	0	0	1	6	17	15	5	1	0	0	0	0	0	0	0	45
11:00 PM	0	0	0	0	0	2	6	7	2	0	0	0	0	0	0	0	0	17
Total	4	8	4	11	122	974	2,019	1,238	287	30	1	0	0	0	0	0	0	4,698
Percent	0.1%	0.2%	0.1%	0.2%	2.6%	20.7%	43.0%	26.4%	6.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	38.0	mph	Mean (Average) Speed	38.1	mph
85th Percentile	42.8	mph	10 mph Pace	33.1 - 43.1	mph
95th Percentile	45.7	mph	Percent in Pace	73.7	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 07

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	4	5	3	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	1	3	4	4	1	0	0	0	0	0	0	0	13
5:00 AM	0	0	0	0	0	2	4	7	6	1	0	0	0	0	0	0	0	20
6:00 AM	0	0	0	0	1	3	15	24	18	5	0	0	0	0	0	0	0	66
7:00 AM	0	0	0	0	1	8	35	73	41	5	1	0	0	0	0	0	0	164
8:00 AM	0	0	0	0	1	11	52	93	45	6	1	0	0	0	0	0	0	209
9:00 AM	0	0	0	0	2	11	54	74	34	3	1	0	0	0	0	0	0	179
10:00 AM	0	0	0	0	2	15	75	85	31	5	1	0	0	0	0	0	0	214
11:00 AM	0	0	0	0	1	24	81	106	38	4	1	0	0	0	0	0	0	255
12:00 PM	0	0	0	0	3	26	105	108	40	5	0	0	0	0	0	0	0	287
1:00 PM	0	0	0	0	2	23	83	110	41	5	0	0	0	0	0	0	0	264
2:00 PM	0	0	0	1	4	32	108	110	41	5	1	0	0	0	0	0	0	302
3:00 PM	0	0	1	1	7	40	129	132	49	8	1	0	0	0	0	0	0	368
4:00 PM	0	0	1	4	16	58	145	135	48	8	1	0	0	0	0	0	0	416
5:00 PM	1	6	10	24	39	94	153	118	38	6	0	0	0	0	0	0	0	489
6:00 PM	0	0	0	6	21	55	123	99	37	7	0	0	0	0	0	0	0	348
7:00 PM	0	0	0	1	5	26	71	53	20	2	0	0	0	0	0	0	0	178
8:00 PM	0	0	0	0	1	12	27	36	14	3	0	0	0	0	0	0	0	93
9:00 PM	0	0	0	0	1	6	19	23	11	2	0	0	0	0	0	0	0	62
10:00 PM	0	0	0	0	0	3	10	14	6	2	0	0	0	0	0	0	0	35
11:00 PM	0	0	0	0	0	1	4	6	5	1	0	0	0	0	0	0	0	17
Total	1	6	12	37	107	453	1,303	1,421	575	85	8	0	0	0	0	0	0	4,008
Percent	0.0%	0.1%	0.3%	0.9%	2.7%	11.3%	32.5%	35.5%	14.3%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	40.3	mph	Mean (Average) Speed	40.0	mph
85th Percentile	45.3	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	48.3	mph	Percent in Pace	68.2	%

Location: Midland Ave BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 07

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	14	17	31	23	24	47	11	8	19	8	9	17	8	10	18	10	13	23	14	16	30	9	11	19
1:00 AM	9	11	20	14	17	31	11	3	14	3	0	3	9	3	12	7	1	8	7	2	9	6	1	8
2:00 AM	10	16	26	12	19	31	5	4	9	7	1	8	6	0	6	7	1	8	3	3	6	7	1	7
3:00 AM	5	8	13	10	6	16	3	9	12	3	4	7	2	5	7	4	8	12	5	4	9	3	6	9
4:00 AM	10	8	18	9	13	22	6	12	18	16	11	27	9	14	23	11	16	27	8	12	20	12	14	26
5:00 AM	24	20	44	17	12	29	62	18	80	68	19	87	73	25	98	72	24	96	52	24	76	71	23	94
6:00 AM	58	47	105	31	32	63	236	72	308	273	81	354	260	91	351	244	71	315	229	76	305	259	81	340
7:00 AM	143	87	230	66	47	113	596	207	803	585	210	795	585	217	802	550	192	742	498	194	692	573	206	780
8:00 AM	168	115	283	101	68	169	624	250	874	655	272	927	583	278	861	561	250	811	421	239	660	600	267	866
9:00 AM	208	138	346	170	138	308	287	181	468	317	210	527	324	194	518	315	199	514	340	185	525	319	201	520
10:00 AM	259	238	497	197	173	370	316	237	553	294	211	505	278	221	499	294	225	519	432	199	631	289	219	508
11:00 AM	281	255	536	223	199	422	513	300	813	274	261	535	309	240	549	306	224	530	312	299	611	296	242	538
12:00 PM	307	301	608	254	264	518	538	317	855	318	260	578	302	271	573	316	313	629	299	287	586	312	281	593
1:00 PM	300	217	517	236	240	476	696	269	965	295	250	545	323	346	669	289	262	551	293	268	561	302	286	588
2:00 PM	275	261	536	231	224	455	530	405	935	304	269	573	352	375	727	308	306	614	314	271	585	321	317	638
3:00 PM	263	223	486	254	191	445	591	495	1,086	394	405	799	346	395	741	369	421	790	368	444	812	370	407	777
4:00 PM	266	212	478	211	165	376	448	583	1,031	308	470	778	345	469	814	339	519	858	328	487	815	331	486	817
5:00 PM	258	222	480	232	175	407	344	672	1,016	356	605	961	310	620	930	312	611	923	295	520	815	326	612	938
6:00 PM	225	193	418	180	148	328	253	392	645	217	529	746	215	410	625	221	411	632	294	356	650	218	450	668
7:00 PM	149	154	303	154	111	265	177	185	362	163	226	389	162	213	375	184	164	348	204	194	398	170	201	371
8:00 PM	119	104	223	116	65	181	108	94	202	109	85	194	94	92	186	125	100	225	112	114	226	109	92	202
9:00 PM	99	73	172	84	36	120	60	51	111	58	52	110	60	41	101	72	77	149	77	102	179	63	57	120
10:00 PM	53	47	100	45	23	68	42	21	63	35	27	62	42	21	63	41	25	66	52	84	136	39	24	64
11:00 PM	35	33	68	20	14	34	15	12	27	12	7	19	14	12	26	11	13	24	22	27	49	12	11	23
Total	3,538	3,000	6,538	2,890	2,404	5,294	6,472	4,797	11,269	5,072	4,474	9,546	5,011	4,563	9,574	4,968	4,446	9,414	4,979	4,407	9,386	5,017	4,494	9,511
Percent	54%	46%	-	55%	45%	-	57%	43%	-	53%	47%	-	52%	48%	-	53%	47%	-	53%	47%	-	53%	47%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Midland Ave BTWN W Meadows & W Wulfsohn

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 08

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	117	23,494	7,639	88	6,039	67	0	46	68	9	0	0	4	37,571
Percent	0.3%	62.5%	20.3%	0.2%	16.1%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	108	24,254	7,427	43	4,287	71	0	32	69	10	0	3	8	36,312
Percent	0.3%	66.8%	20.5%	0.1%	11.8%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100%
Total	225	47,748	15,066	131	10,326	138	0	78	137	19	0	3	12	73,883
Percent	0.3%	64.6%	20.4%	0.2%	14.0%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	5	4	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	5	3	0	2	0	0	1	0	0	0	0	0	11
5:00 AM	0	17	9	2	5	0	0	0	0	0	0	0	0	33
6:00 AM	0	40	21	0	13	0	0	0	0	0	0	0	0	74
7:00 AM	0	98	36	1	31	0	0	0	0	0	0	0	0	166
8:00 AM	0	115	42	1	40	0	0	0	0	0	0	0	0	198
9:00 AM	0	164	67	1	43	0	0	0	0	0	0	0	0	275
10:00 AM	4	200	57	0	51	0	0	1	0	0	0	0	0	313
11:00 AM	1	249	55	0	58	0	0	0	0	0	0	0	0	363
12:00 PM	3	239	91	0	63	1	0	0	0	0	0	0	0	397
1:00 PM	0	266	84	1	56	0	0	0	0	0	0	0	0	407
2:00 PM	1	222	73	0	57	0	0	0	0	0	0	0	0	353
3:00 PM	0	197	62	0	41	1	0	0	0	0	0	0	0	301
4:00 PM	2	227	62	0	45	0	0	1	0	0	0	0	0	337
5:00 PM	6	214	50	0	43	2	0	0	1	0	0	0	0	316
6:00 PM	1	195	44	1	41	0	0	0	0	0	0	0	0	282
7:00 PM	1	110	28	0	30	0	0	0	0	0	0	0	0	169
8:00 PM	0	76	24	0	17	0	0	0	0	0	0	0	0	117
9:00 PM	0	58	23	1	9	0	0	0	0	0	0	0	0	91
10:00 PM	0	39	9	0	3	0	0	0	0	0	0	0	0	51
11:00 PM	0	18	8	0	8	0	0	0	0	0	0	0	0	34
Total	19	2,783	855	8	658	4	0	3	1	0	0	0	0	4,331
Percent	0.4%	64.3%	19.7%	0.2%	15.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	5	1	2	0	0	0	0	0	0	0	0	20
1:00 AM	0	9	0	0	3	0	0	0	0	0	0	0	0	12
2:00 AM	0	9	5	1	2	0	0	0	0	0	0	0	0	17
3:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
5:00 AM	0	15	1	0	3	1	0	1	0	0	0	0	0	21
6:00 AM	0	28	11	0	8	0	0	0	0	0	0	0	0	47
7:00 AM	0	52	21	0	9	0	0	0	0	0	0	0	0	82
8:00 AM	0	66	34	0	19	0	0	0	0	0	0	0	0	119
9:00 AM	1	109	46	0	18	0	0	0	0	0	0	0	0	174
10:00 AM	0	171	58	0	36	0	0	0	0	0	0	0	0	265
11:00 AM	0	219	67	1	38	0	0	0	0	0	0	0	0	325
12:00 PM	1	277	76	0	40	0	0	0	0	0	0	0	0	394
1:00 PM	1	237	79	0	43	1	0	0	0	0	0	0	0	361
2:00 PM	2	282	74	1	34	0	0	0	0	0	0	0	0	393
3:00 PM	3	255	80	0	34	0	0	0	0	0	0	0	0	372
4:00 PM	2	241	78	0	29	0	0	0	0	0	0	0	0	350
5:00 PM	2	239	61	0	41	0	0	2	1	0	0	0	0	346
6:00 PM	0	208	57	0	27	0	0	0	1	0	0	0	0	293
7:00 PM	2	179	47	0	34	0	0	1	0	0	0	0	0	263
8:00 PM	0	125	32	0	12	0	0	0	0	0	0	0	0	169
9:00 PM	0	91	19	1	9	0	0	0	0	0	0	0	0	120
10:00 PM	0	51	10	0	5	0	0	0	0	0	0	0	0	66
11:00 PM	0	22	7	0	7	0	0	0	0	0	0	0	0	36
Total	14	2,906	872	5	455	2	0	4	2	0	0	0	0	4,260
Percent	0.3%	68.2%	20.5%	0.1%	10.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	6	0	2	0	0	0	0	0	0	0	0	23
1:00 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	16
2:00 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
3:00 AM	0	8	2	1	1	0	0	0	0	0	0	0	0	12
4:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	10
5:00 AM	0	9	6	1	3	0	0	0	0	0	0	0	0	19
6:00 AM	0	35	9	0	8	0	0	0	0	0	0	0	0	52
7:00 AM	0	42	18	1	19	0	0	0	0	0	0	0	0	80
8:00 AM	0	71	34	1	20	0	0	0	0	0	0	0	0	126
9:00 AM	0	118	57	0	28	0	0	0	0	0	0	0	0	203
10:00 AM	0	173	57	2	31	0	0	0	0	0	0	0	0	263
11:00 AM	5	212	73	0	49	0	0	0	0	0	0	0	0	339
12:00 PM	4	223	71	2	52	0	0	0	0	0	0	0	0	352
1:00 PM	3	221	63	1	57	0	0	0	0	0	0	0	0	345
2:00 PM	6	218	71	0	46	0	0	0	0	0	0	0	0	341
3:00 PM	3	219	64	0	58	0	0	0	0	0	0	0	0	344
4:00 PM	1	187	50	0	31	0	0	0	0	0	0	0	0	269
5:00 PM	0	183	45	0	36	0	0	0	0	0	0	0	0	264
6:00 PM	1	128	50	1	36	0	0	0	0	0	0	0	0	216
7:00 PM	1	98	31	0	24	0	0	0	0	0	0	0	0	154
8:00 PM	1	70	22	1	14	0	0	0	0	0	0	0	0	108
9:00 PM	1	49	15	1	9	0	0	0	0	0	0	0	0	75
10:00 PM	0	33	6	0	2	0	0	0	0	0	0	0	0	41
11:00 PM	1	10	8	0	3	0	0	0	0	0	0	0	0	22
Total	27	2,343	767	12	535	0	0	0	0	0	0	0	0	3,684
Percent	0.7%	63.6%	20.8%	0.3%	14.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	2	0	3	0	0	0	0	0	0	0	0	23
1:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
2:00 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	19	4	0	6	0	0	0	0	0	0	0	0	29
7:00 AM	2	22	8	1	8	1	0	0	0	0	0	0	0	42
8:00 AM	0	36	16	1	7	0	0	0	0	0	0	0	0	60
9:00 AM	0	87	45	0	15	0	0	0	0	0	0	0	0	147
10:00 AM	0	130	41	0	25	0	0	0	0	0	0	0	0	196
11:00 AM	1	169	54	1	23	0	0	0	0	0	0	0	0	248
12:00 PM	6	230	75	0	35	0	0	0	0	0	0	0	0	346
1:00 PM	4	249	64	0	41	0	0	1	0	0	0	0	0	359
2:00 PM	1	256	64	1	36	0	0	0	0	0	0	0	0	358
3:00 PM	3	240	61	0	40	0	0	0	0	0	0	0	0	344
4:00 PM	1	236	61	0	29	0	0	0	0	0	0	0	0	327
5:00 PM	2	214	51	1	24	0	0	0	0	0	0	0	0	292
6:00 PM	0	155	46	0	22	0	0	0	0	0	0	0	0	223
7:00 PM	1	128	34	0	18	0	0	0	0	0	0	0	0	181
8:00 PM	0	93	24	0	10	0	0	0	0	0	0	0	0	127
9:00 PM	1	52	7	2	3	0	0	0	0	0	0	0	0	65
10:00 PM	0	24	6	0	1	0	0	0	0	0	0	0	0	31
11:00 PM	0	9	5	1	3	0	0	0	0	0	0	0	0	18
Total	22	2,420	680	8	351	1	0	1	0	0	0	0	0	3,483
Percent	0.6%	69.5%	19.5%	0.2%	10.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	3	0	3	0	0	0	0	0	0	0	0	10
1:00 AM	0	5	6	0	1	0	0	0	0	0	0	0	0	12
2:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	11	1	0	1	0	0	1	0	0	0	0	0	14
5:00 AM	0	44	19	0	17	0	0	1	1	0	0	0	0	82
6:00 AM	1	116	62	0	70	2	0	0	0	0	0	0	0	251
7:00 AM	0	344	130	0	126	1	0	0	3	0	0	0	0	604
8:00 AM	1	368	152	2	106	1	0	0	3	1	0	0	0	634
9:00 AM	1	195	68	0	67	1	0	0	1	0	0	0	0	333
10:00 AM	1	216	68	2	76	1	0	3	2	1	0	0	0	370
11:00 AM	3	349	110	1	92	1	0	0	2	0	0	0	1	559
12:00 PM	2	375	114	1	95	2	0	2	3	0	0	0	0	594
1:00 PM	1	449	151	3	121	2	0	2	2	1	0	0	0	732
2:00 PM	1	380	121	0	72	2	0	0	1	0	0	0	0	577
3:00 PM	2	434	107	0	89	5	0	0	1	0	0	0	1	639
4:00 PM	4	339	96	0	62	1	0	0	1	1	0	0	0	504
5:00 PM	0	271	67	0	62	0	0	0	2	0	0	0	0	402
6:00 PM	3	204	50	1	44	0	0	0	0	0	0	0	0	302
7:00 PM	0	119	37	0	28	0	0	0	0	0	0	0	0	184
8:00 PM	0	70	19	1	19	0	0	0	1	0	0	0	0	110
9:00 PM	0	38	9	2	11	0	0	0	0	0	0	0	0	60
10:00 PM	0	25	9	0	3	0	0	0	0	0	0	0	0	37
11:00 PM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
Total	20	4,375	1,409	13	1,166	19	0	9	23	4	0	0	2	7,040
Percent	0.3%	62.1%	20.0%	0.2%	16.6%	0.3%	0.0%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	4	0	1	0	0	0	0	0	0	0	0	8
1:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	10
5:00 AM	0	7	3	0	4	0	0	1	0	0	0	0	0	15
6:00 AM	0	37	13	0	15	1	0	0	0	0	0	0	0	66
7:00 AM	0	133	41	0	28	0	0	0	1	0	0	0	0	203
8:00 AM	0	163	35	1	42	0	0	0	4	0	0	1	0	246
9:00 AM	0	136	39	0	24	1	0	0	0	0	0	0	1	201
10:00 AM	0	186	59	0	30	2	0	0	2	0	0	0	0	279
11:00 AM	2	228	86	0	54	0	0	0	2	0	0	0	0	372
12:00 PM	3	237	84	0	37	1	0	2	1	1	0	0	0	366
1:00 PM	1	215	59	0	46	1	0	0	3	1	0	0	0	326
2:00 PM	2	368	96	0	62	3	0	1	1	0	0	0	0	533
3:00 PM	3	394	133	0	67	1	0	0	1	1	0	0	0	600
4:00 PM	1	490	155	0	93	2	0	0	2	0	0	0	0	743
5:00 PM	4	575	173	0	100	0	0	1	0	0	0	0	0	853
6:00 PM	1	389	89	0	52	1	0	0	2	0	0	0	0	534
7:00 PM	0	199	49	0	28	0	0	0	0	0	0	0	0	276
8:00 PM	1	94	22	0	14	0	0	1	1	0	0	1	0	134
9:00 PM	0	70	11	0	10	0	0	0	0	0	0	0	0	91
10:00 PM	0	27	3	0	3	0	0	0	0	0	0	0	0	33
11:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Total	19	3,980	1,161	1	713	13	0	6	20	3	0	2	1	5,919
Percent	0.3%	67.2%	19.6%	0.0%	12.0%	0.2%	0.0%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
5:00 AM	0	49	11	1	22	0	0	0	0	0	0	0	0	83
6:00 AM	2	152	63	1	78	1	0	0	0	0	0	0	0	297
7:00 AM	1	356	141	1	103	0	0	0	1	0	0	0	0	603
8:00 AM	0	420	144	1	109	1	0	0	0	0	0	0	0	675
9:00 AM	0	233	73	4	54	1	0	0	3	0	0	0	0	368
10:00 AM	1	216	68	1	63	0	0	1	1	0	0	0	0	351
11:00 AM	0	201	80	1	41	1	0	2	3	0	0	0	0	329
12:00 PM	0	209	96	0	48	0	0	0	0	0	0	0	0	353
1:00 PM	1	210	65	3	72	2	0	2	1	0	0	0	0	356
2:00 PM	2	208	63	1	63	1	0	0	2	0	0	0	0	340
3:00 PM	0	266	88	0	60	1	0	0	1	0	0	0	0	416
4:00 PM	2	220	68	0	62	1	0	0	0	0	0	0	0	353
5:00 PM	0	286	64	0	57	0	0	0	1	0	0	0	0	408
6:00 PM	0	173	55	1	29	0	0	0	0	0	0	0	0	258
7:00 PM	0	121	30	0	30	0	0	0	1	0	0	0	0	182
8:00 PM	0	61	28	0	11	0	0	0	0	0	0	0	0	100
9:00 PM	0	35	11	1	10	0	0	0	0	0	0	0	0	57
10:00 PM	0	21	6	0	7	0	0	0	0	0	0	0	0	34
11:00 PM	0	7	4	0	2	0	0	0	0	0	0	0	0	13
Total	9	3,481	1,165	16	923	9	0	5	14	0	0	0	0	5,622
Percent	0.2%	61.9%	20.7%	0.3%	16.4%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	3	0	3	0	0	0	0	0	0	0	0	10
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	4	5	1	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
6:00 AM	1	49	19	0	14	1	0	0	0	0	0	0	0	84
7:00 AM	0	126	41	0	24	0	0	0	0	0	0	0	0	191
8:00 AM	0	188	51	1	37	1	0	0	2	0	0	0	0	280
9:00 AM	0	145	56	0	26	0	0	0	3	0	0	0	0	230
10:00 AM	0	163	61	0	28	0	0	0	1	0	0	0	0	253
11:00 AM	0	203	58	0	37	2	0	1	1	0	0	0	1	303
12:00 PM	2	253	65	1	33	1	0	0	1	0	0	0	0	356
1:00 PM	0	239	81	0	37	1	0	0	0	0	0	0	0	358
2:00 PM	0	232	72	1	47	2	0	0	1	0	0	0	0	355
3:00 PM	0	354	115	1	62	1	0	0	1	0	0	0	1	535
4:00 PM	3	390	137	0	79	2	0	0	1	0	0	0	0	612
5:00 PM	3	540	141	0	95	0	0	1	0	1	0	0	0	781
6:00 PM	2	399	148	0	96	1	0	0	1	0	0	0	0	647
7:00 PM	2	208	56	0	30	1	0	0	0	0	0	0	0	297
8:00 PM	0	91	38	0	17	0	0	0	0	0	0	0	0	146
9:00 PM	0	57	16	1	9	0	0	0	0	0	0	0	0	83
10:00 PM	0	26	11	0	4	0	0	0	0	0	0	0	0	41
11:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
Total	14	3,687	1,180	6	681	13	0	2	12	1	0	0	2	5,598
Percent	0.3%	65.9%	21.1%	0.1%	12.2%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
1:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
2:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	13	1	0	2	0	0	1	0	0	0	0	0	17
5:00 AM	0	53	21	1	17	0	0	0	0	0	0	0	0	92
6:00 AM	0	127	67	1	82	1	0	0	1	0	0	0	0	279
7:00 AM	2	368	126	2	109	0	0	0	1	0	0	0	0	608
8:00 AM	0	367	125	2	108	2	0	0	1	0	0	0	0	605
9:00 AM	1	203	85	0	69	0	0	0	0	0	0	0	0	358
10:00 AM	0	203	75	2	56	1	0	0	1	0	0	0	0	338
11:00 AM	0	210	76	0	64	0	0	0	1	0	0	0	0	351
12:00 PM	0	224	64	1	59	0	0	1	0	0	0	0	0	349
1:00 PM	1	232	78	3	45	1	0	2	0	1	0	0	0	363
2:00 PM	1	249	74	3	64	1	0	3	1	0	0	0	0	396
3:00 PM	0	253	79	0	47	1	0	0	1	0	0	0	0	381
4:00 PM	0	244	81	2	47	1	0	1	1	1	0	0	0	378
5:00 PM	1	256	61	0	54	0	0	0	0	0	0	0	1	373
6:00 PM	0	165	52	1	32	0	0	1	0	0	0	0	0	251
7:00 PM	0	114	26	0	23	0	0	1	0	0	0	0	0	164
8:00 PM	0	53	11	1	13	0	0	0	0	0	0	0	0	78
9:00 PM	0	43	9	2	9	0	0	0	1	0	0	0	0	64
10:00 PM	0	26	4	0	9	0	0	0	0	0	0	0	0	39
11:00 PM	0	5	6	0	2	0	0	0	0	0	0	0	0	13
Total	6	3,427	1,126	21	914	8	0	10	9	2	0	0	1	5,524
Percent	0.1%	62.0%	20.4%	0.4%	16.5%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	3	1	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	8	1	0	3	0	0	0	0	0	0	0	0	12
5:00 AM	0	16	3	0	3	0	0	1	0	0	0	0	0	23
6:00 AM	0	48	21	0	15	0	0	0	1	0	0	0	0	85
7:00 AM	0	134	45	1	26	2	0	0	0	0	0	0	0	208
8:00 AM	0	197	50	0	30	1	0	0	3	0	0	0	0	281
9:00 AM	0	137	37	0	31	1	0	0	2	0	0	0	0	208
10:00 AM	1	162	64	0	35	0	0	0	0	1	0	0	0	263
11:00 AM	0	177	75	0	39	1	0	1	0	0	0	0	0	293
12:00 PM	1	221	69	0	47	0	0	2	2	0	0	0	0	342
1:00 PM	2	287	87	1	53	0	0	0	1	0	0	0	0	431
2:00 PM	0	302	99	0	47	3	0	0	0	0	0	0	0	451
3:00 PM	0	333	116	1	59	2	0	0	0	0	0	0	0	511
4:00 PM	2	349	124	0	77	5	0	0	0	0	0	0	1	558
5:00 PM	0	540	160	1	99	0	0	1	2	0	0	0	0	803
6:00 PM	6	362	97	0	73	1	0	0	1	0	0	0	0	540
7:00 PM	0	220	48	0	29	0	0	1	1	0	0	0	0	299
8:00 PM	1	109	32	1	10	0	0	0	0	0	0	0	0	153
9:00 PM	2	51	10	0	6	0	0	0	0	0	0	0	0	69
10:00 PM	0	16	11	0	4	0	0	0	0	0	0	0	0	31
11:00 PM	0	14	3	0	2	0	0	0	0	0	0	0	0	19
Total	15	3,690	1,159	7	692	16	0	6	13	1	0	0	1	5,600
Percent	0.3%	65.9%	20.7%	0.1%	12.4%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	5	0	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	8	6	0	1	0	0	0	0	0	0	0	0	15
5:00 AM	0	52	15	1	19	0	0	0	0	0	0	0	0	87
6:00 AM	2	125	68	0	66	3	0	0	0	0	0	0	0	264
7:00 AM	1	329	102	0	129	1	0	1	0	0	0	0	0	563
8:00 AM	0	352	136	2	108	1	0	2	1	0	0	0	0	602
9:00 AM	0	215	102	0	58	1	0	0	1	0	0	0	0	377
10:00 AM	7	182	68	1	64	3	0	1	1	0	0	0	0	327
11:00 AM	0	194	73	0	73	2	0	2	2	0	0	0	0	346
12:00 PM	0	241	77	1	60	2	0	0	3	1	0	0	0	385
1:00 PM	0	204	52	1	61	0	0	1	1	0	0	0	0	320
2:00 PM	1	207	74	0	47	1	0	1	0	0	0	0	1	332
3:00 PM	0	247	95	2	60	0	0	0	0	0	0	0	0	404
4:00 PM	0	280	66	0	50	0	0	1	0	0	0	0	0	397
5:00 PM	1	267	50	0	41	0	0	0	0	0	0	0	0	359
6:00 PM	0	177	59	0	31	0	0	0	0	0	0	0	0	267
7:00 PM	0	143	32	0	33	0	0	1	0	0	0	0	0	209
8:00 PM	0	92	40	0	21	0	0	0	0	0	0	0	0	153
9:00 PM	1	41	14	1	10	0	0	0	0	0	0	0	0	67
10:00 PM	0	23	12	0	6	0	0	0	0	0	0	0	0	41
11:00 PM	0	8	4	0	0	0	0	0	1	0	0	0	0	13
Total	13	3,406	1,155	9	942	14	0	10	10	1	0	0	1	5,561
Percent	0.2%	61.2%	20.8%	0.2%	16.9%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	3	0	2	0	0	0	0	0	0	0	0	14
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	8
4:00 AM	0	6	5	0	3	0	0	0	0	0	0	0	0	14
5:00 AM	0	13	3	0	3	0	0	0	0	0	0	0	0	19
6:00 AM	0	42	14	0	16	0	0	0	1	0	0	0	0	73
7:00 AM	0	117	41	0	33	3	0	1	0	0	0	0	0	195
8:00 AM	0	178	52	1	27	1	0	0	0	0	0	0	0	259
9:00 AM	2	119	53	2	18	2	0	0	3	0	0	0	0	199
10:00 AM	0	148	62	0	41	1	0	0	0	2	0	0	0	254
11:00 AM	0	168	59	2	42	0	0	0	2	0	0	0	0	273
12:00 PM	3	236	76	0	64	2	0	0	0	0	0	0	0	381
1:00 PM	0	231	78	1	59	1	0	1	1	0	0	1	0	373
2:00 PM	0	253	86	1	55	0	0	2	1	0	0	0	0	398
3:00 PM	0	347	121	0	57	1	0	0	1	0	0	0	1	528
4:00 PM	1	433	138	0	81	1	0	1	0	0	0	0	0	655
5:00 PM	1	531	146	0	99	1	0	1	0	0	0	0	0	779
6:00 PM	0	342	99	0	62	2	0	0	1	0	0	0	0	506
7:00 PM	0	203	41	1	30	0	0	1	0	0	0	0	0	276
8:00 PM	0	128	43	1	16	0	0	0	0	0	0	0	0	188
9:00 PM	0	65	29	0	17	0	0	0	0	0	0	0	0	111
10:00 PM	0	35	7	0	4	0	0	0	0	0	0	0	0	46
11:00 PM	0	12	5	0	1	0	0	0	0	0	0	0	0	18
Total	7	3,625	1,162	9	730	16	0	7	10	2	0	1	1	5,570
Percent	0.1%	65.1%	20.9%	0.2%	13.1%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	3	4	0	1	0	0	0	0	0	0	0	0	8
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
4:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
5:00 AM	0	35	15	0	19	1	0	1	0	0	0	0	0	71
6:00 AM	1	134	55	0	74	1	0	0	1	0	0	0	0	266
7:00 AM	1	307	104	2	88	0	0	0	2	0	0	0	0	504
8:00 AM	3	263	94	0	82	1	0	0	0	0	0	0	0	443
9:00 AM	0	226	84	0	78	3	0	2	1	0	0	0	0	394
10:00 AM	0	323	109	1	86	0	0	1	2	0	0	0	0	522
11:00 AM	4	249	71	0	48	0	0	0	0	0	0	0	0	372
12:00 PM	1	232	75	0	55	3	0	2	3	0	0	0	0	371
1:00 PM	1	228	75	3	47	1	0	2	0	0	0	0	0	357
2:00 PM	5	249	102	2	54	2	0	1	1	0	0	0	0	416
3:00 PM	0	300	88	1	57	0	0	0	0	0	0	0	0	446
4:00 PM	1	258	74	0	50	1	0	0	0	2	0	0	0	386
5:00 PM	5	271	60	0	45	0	0	0	1	0	0	0	0	382
6:00 PM	0	244	52	0	42	0	0	0	0	0	0	0	0	338
7:00 PM	1	158	37	0	31	0	0	0	0	0	0	0	0	227
8:00 PM	0	74	22	0	17	0	0	0	0	0	0	0	0	113
9:00 PM	0	55	20	0	8	0	0	0	0	0	0	0	0	83
10:00 PM	0	27	12	0	11	0	0	0	0	0	0	0	0	50
11:00 PM	0	12	5	0	5	0	0	0	0	0	0	0	0	22
Total	23	3,679	1,162	9	901	13	0	9	11	2	0	0	0	5,809
Percent	0.4%	63.3%	20.0%	0.2%	15.5%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	5	0	3	0	0	0	0	0	0	0	0	16
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	5	2	0	3	0	0	0	0	0	0	0	0	10
5:00 AM	0	7	5	0	8	0	0	0	0	0	0	0	0	20
6:00 AM	0	52	13	0	10	0	0	1	0	0	0	0	0	76
7:00 AM	1	128	45	0	26	1	0	0	1	0	0	0	0	202
8:00 AM	0	147	53	0	35	2	0	0	2	1	0	0	0	240
9:00 AM	0	121	43	0	20	0	0	0	2	0	0	0	2	188
10:00 AM	0	172	61	0	31	1	0	0	1	0	0	0	0	266
11:00 AM	0	238	82	1	44	0	0	2	3	1	0	0	0	371
12:00 PM	2	272	91	0	48	1	0	0	0	0	0	0	0	414
1:00 PM	0	272	68	1	42	2	0	1	2	0	0	0	0	388
2:00 PM	4	254	87	1	52	0	0	0	0	0	0	0	0	398
3:00 PM	4	397	144	1	65	0	0	0	0	0	0	0	1	612
4:00 PM	1	442	147	0	72	0	0	0	0	0	0	0	0	662
5:00 PM	3	511	133	1	65	3	0	1	0	0	0	0	0	717
6:00 PM	2	349	93	0	49	0	0	0	1	1	0	0	0	495
7:00 PM	0	210	44	0	38	0	0	0	0	0	0	0	0	292
8:00 PM	0	138	40	2	24	0	0	1	0	0	0	0	0	205
9:00 PM	0	108	32	0	18	0	0	0	0	0	0	0	0	158
10:00 PM	0	88	19	0	6	0	0	0	0	0	0	0	0	113
11:00 PM	0	21	4	0	6	0	0	0	0	0	0	0	0	31
Total	17	3,946	1,213	7	665	10	0	6	12	3	0	0	3	5,882
Percent	0.3%	67.1%	20.6%	0.1%	11.3%	0.2%	0.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
1:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	37	14	1	15	0	0	0	0	0	0	0	0	67
6:00 AM	1	104	49	0	56	1	0	0	0	0	0	0	0	211
7:00 AM	1	263	94	1	86	0	0	0	1	0	0	0	0	446
8:00 AM	1	279	104	1	82	1	0	0	1	0	0	0	0	469
9:00 AM	0	193	77	1	57	1	0	0	1	0	0	0	0	330
10:00 AM	2	216	72	1	61	1	0	1	1	0	0	0	0	355
11:00 AM	2	238	77	0	61	1	0	1	1	0	0	0	0	381
12:00 PM	1	249	84	1	62	1	0	1	1	0	0	0	0	400
1:00 PM	1	259	81	2	66	1	0	1	1	0	0	0	0	412
2:00 PM	2	248	83	1	58	1	0	1	1	0	0	0	0	395
3:00 PM	1	274	83	0	59	1	0	0	0	0	0	0	0	418
4:00 PM	1	251	71	0	50	1	0	0	0	1	0	0	0	375
5:00 PM	2	250	57	0	48	0	0	0	1	0	0	0	0	358
6:00 PM	1	184	52	1	36	0	0	0	0	0	0	0	0	274
7:00 PM	0	123	32	0	28	0	0	0	0	0	0	0	0	183
8:00 PM	0	71	24	0	16	0	0	0	0	0	0	0	0	111
9:00 PM	0	46	14	1	9	0	0	0	0	0	0	0	0	70
10:00 PM	0	28	8	0	6	0	0	0	0	0	0	0	0	42
11:00 PM	0	10	5	0	3	0	0	0	0	0	0	0	0	18
Total	16	3,357	1,092	11	863	10	0	5	9	1	0	0	0	5,364
Percent	0.3%	62.6%	20.4%	0.2%	16.1%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	4	0	2	0	0	0	0	0	0	0	0	14
1:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
5:00 AM	0	10	3	0	3	0	0	0	0	0	0	0	0	16
6:00 AM	0	39	14	0	12	0	0	0	0	0	0	0	0	65
7:00 AM	0	102	35	0	22	1	0	0	0	0	0	0	0	160
8:00 AM	0	139	42	1	28	1	0	0	2	0	0	0	0	213
9:00 AM	0	122	46	0	22	1	0	0	1	0	0	0	0	192
10:00 AM	0	162	58	0	32	1	0	0	1	0	0	0	0	254
11:00 AM	0	200	69	1	40	0	0	1	1	0	0	0	0	312
12:00 PM	3	247	77	0	43	1	0	1	1	0	0	0	0	373
1:00 PM	1	247	74	0	46	1	0	0	1	0	0	0	0	370
2:00 PM	1	278	83	1	48	1	0	0	0	0	0	0	0	412
3:00 PM	2	331	110	0	55	1	0	0	0	0	0	0	0	499
4:00 PM	2	369	120	0	66	1	0	0	0	0	0	0	0	558
5:00 PM	2	450	124	0	75	1	0	1	0	0	0	0	0	653
6:00 PM	2	315	90	0	54	1	0	0	1	0	0	0	0	463
7:00 PM	1	192	46	0	30	0	0	0	0	0	0	0	0	269
8:00 PM	0	111	33	1	15	0	0	0	0	0	0	0	0	160
9:00 PM	0	71	18	1	10	0	0	0	0	0	0	0	0	100
10:00 PM	0	38	10	0	4	0	0	0	0	0	0	0	0	52
11:00 PM	0	14	4	0	3	0	0	0	0	0	0	0	0	21
Total	14	3,464	1,067	5	613	11	0	3	8	0	0	0	0	5,185
Percent	0.3%	66.8%	20.6%	0.1%	11.8%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
5:00 AM	0	51	16	1	19	0	0	0	0	0	0	0	0	87
6:00 AM	1	135	66	1	75	2	0	0	0	0	0	0	0	280
7:00 AM	1	351	123	1	114	0	0	0	1	0	0	0	0	591
8:00 AM	0	380	135	2	108	1	0	1	1	0	0	0	0	627
9:00 AM	0	217	87	1	60	1	0	0	1	0	0	0	0	368
10:00 AM	3	200	70	1	61	1	0	1	1	0	0	0	0	339
11:00 AM	0	202	76	0	59	1	0	1	2	0	0	0	0	342
12:00 PM	0	225	79	1	56	1	0	0	1	0	0	0	0	362
1:00 PM	1	215	65	2	59	1	0	2	1	0	0	0	0	346
2:00 PM	1	221	70	1	58	1	0	1	1	0	0	0	0	356
3:00 PM	0	255	87	1	56	1	0	0	1	0	0	0	0	400
4:00 PM	1	248	72	1	53	1	0	1	0	0	0	0	0	376
5:00 PM	1	270	58	0	51	0	0	0	0	0	0	0	0	380
6:00 PM	0	172	55	1	31	0	0	0	0	0	0	0	0	259
7:00 PM	0	126	29	0	29	0	0	1	0	0	0	0	0	185
8:00 PM	0	69	26	0	15	0	0	0	0	0	0	0	0	110
9:00 PM	0	40	11	1	10	0	0	0	0	0	0	0	0	63
10:00 PM	0	23	7	0	7	0	0	0	0	0	0	0	0	38
11:00 PM	0	7	5	0	1	0	0	0	0	0	0	0	0	13
Total	9	3,438	1,149	15	926	10	0	8	11	1	0	0	1	5,569
Percent	0.2%	61.7%	20.6%	0.3%	16.6%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
5:00 AM	0	12	2	0	3	0	0	0	0	0	0	0	0	17
6:00 AM	0	46	18	0	15	0	0	0	1	0	0	0	0	81
7:00 AM	0	126	42	0	28	2	0	0	0	0	0	0	0	198
8:00 AM	0	188	51	1	31	1	0	0	2	0	0	0	0	273
9:00 AM	1	134	49	1	25	1	0	0	3	0	0	0	0	212
10:00 AM	0	158	62	0	35	0	0	0	0	1	0	0	0	257
11:00 AM	0	183	64	1	39	1	0	1	1	0	0	0	0	290
12:00 PM	2	237	70	0	48	1	0	1	1	0	0	0	0	360
1:00 PM	1	252	82	1	50	1	0	0	1	0	0	0	0	387
2:00 PM	0	262	86	1	50	2	0	1	1	0	0	0	0	401
3:00 PM	0	345	117	1	59	1	0	0	1	0	0	0	1	525
4:00 PM	2	391	133	0	79	3	0	0	0	0	0	0	0	608
5:00 PM	1	537	149	0	98	0	0	1	1	0	0	0	0	788
6:00 PM	3	368	115	0	77	1	0	0	1	0	0	0	0	564
7:00 PM	1	210	48	0	30	0	0	1	0	0	0	0	0	291
8:00 PM	0	109	38	1	14	0	0	0	0	0	0	0	0	162
9:00 PM	1	58	18	0	11	0	0	0	0	0	0	0	0	88
10:00 PM	0	26	10	0	4	0	0	0	0	0	0	0	0	39
11:00 PM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
Total	12	3,667	1,167	7	701	15	0	5	12	1	0	0	1	5,589
Percent	0.2%	65.6%	20.9%	0.1%	12.5%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Midland Ave BTWN W Meadows & W Wulfsohn

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 08

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	1	9	14	31	145	1,315	7,404	16,058	10,238	2,050	253	41	8	2	2	0	0	37,571
Percent	0.0%	0.0%	0.0%	0.1%	0.4%	3.5%	19.7%	42.7%	27.2%	5.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	0	2	1	7	45	802	6,290	15,531	10,762	2,486	330	46	8	1	1	0	0	36,312
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.2%	17.3%	42.8%	29.6%	6.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	1	11	15	38	190	2,117	13,694	31,589	21,000	4,536	583	87	16	3	3	0	0	73,883
Percent	0.0%	0.0%	0.0%	0.1%	0.3%	2.9%	18.5%	42.8%	28.4%	6.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			Eastbound		
50th Percentile (Median)	43.2	mph	Mean (Average) Speed	43.1	mph
85th Percentile	47.6	mph	10 mph Pace	38.0 - 48.0	mph
95th Percentile	50.6	mph	Percent in Pace	73.9	%
Westbound			Westbound		
50th Percentile (Median)	43.6	mph	Mean (Average) Speed	43.7	mph
85th Percentile	48.2	mph	10 mph Pace	38.9 - 48.9	mph
95th Percentile	51.2	mph	Percent in Pace	74.6	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 08



Saturday, September 17, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	8	5	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	0	2	1	5	1	1	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	0	0	0	4	1	1	4	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	0	0	1	3	3	4	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	2	4	12	11	3	1	0	0	0	0	0	0	33
6:00 AM	0	0	0	0	0	0	13	21	27	9	3	1	0	0	0	0	0	74
7:00 AM	0	0	0	0	0	2	14	62	61	21	6	0	0	0	0	0	0	166
8:00 AM	0	0	0	0	0	5	27	75	65	20	4	2	0	0	0	0	0	198
9:00 AM	0	0	0	0	1	5	51	104	98	14	2	0	0	0	0	0	0	275
10:00 AM	0	0	0	0	2	4	54	139	96	17	1	0	0	0	0	0	0	313
11:00 AM	0	0	0	0	0	2	64	163	115	18	1	0	0	0	0	0	0	363
12:00 PM	0	0	0	0	0	10	61	185	120	20	1	0	0	0	0	0	0	397
1:00 PM	0	0	0	0	0	11	58	178	135	22	3	0	0	0	0	0	0	407
2:00 PM	0	0	0	0	1	5	40	140	131	33	3	0	0	0	0	0	0	353
3:00 PM	0	0	0	0	0	0	37	120	101	37	5	1	0	0	0	0	0	301
4:00 PM	0	0	0	0	0	8	37	119	139	27	5	2	0	0	0	0	0	337
5:00 PM	0	0	0	0	0	0	36	118	108	40	13	1	0	0	0	0	0	316
6:00 PM	0	0	0	0	0	6	32	115	88	35	6	0	0	0	0	0	0	282
7:00 PM	0	0	0	0	1	18	28	71	41	10	0	0	0	0	0	0	0	169
8:00 PM	0	0	0	0	0	6	32	51	23	3	2	0	0	0	0	0	0	117
9:00 PM	0	0	0	0	0	12	30	32	13	4	0	0	0	0	0	0	0	91
10:00 PM	0	0	0	0	1	4	12	14	11	6	2	1	0	0	0	0	0	51
11:00 PM	0	0	0	0	0	0	9	12	10	2	0	1	0	0	0	0	0	34
Total	0	0	0	0	6	103	650	1,752	1,406	347	58	9	0	0	0	0	0	4,331
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.4%	15.0%	40.5%	32.5%	8.0%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	44.2	mph	Mean (Average) Speed	44.2	mph
85th Percentile	48.9	mph	10 mph Pace	39.6 - 49.6	mph
95th Percentile	51.9	mph	Percent in Pace	73.5	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 08

Saturday, September 17, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	5	8	3	2	1	0	0	0	0	0	0	20
1:00 AM	0	0	0	0	0	1	3	5	3	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	0	0	1	1	4	8	2	1	0	0	0	0	0	0	17
3:00 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	1	1	2	5	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	0	0	0	5	6	9	1	0	0	0	0	0	0	0	21
6:00 AM	0	0	0	0	0	1	11	19	12	3	1	0	0	0	0	0	0	47
7:00 AM	0	0	0	0	0	2	9	25	35	9	2	0	0	0	0	0	0	82
8:00 AM	0	0	0	0	0	2	9	49	38	16	4	0	1	0	0	0	0	119
9:00 AM	0	0	0	0	0	2	19	75	56	20	1	1	0	0	0	0	0	174
10:00 AM	0	0	0	0	0	1	27	107	95	33	2	0	0	0	0	0	0	265
11:00 AM	0	0	0	0	0	5	46	150	98	19	6	1	0	0	0	0	0	325
12:00 PM	0	0	0	0	0	3	56	184	122	24	5	0	0	0	0	0	0	394
1:00 PM	0	0	0	0	0	8	52	148	113	34	6	0	0	0	0	0	0	361
2:00 PM	0	0	0	0	0	0	61	144	146	38	4	0	0	0	0	0	0	393
3:00 PM	0	0	0	0	3	8	56	128	139	33	5	0	0	0	0	0	0	372
4:00 PM	0	0	0	0	0	0	29	132	135	44	8	2	0	0	0	0	0	350
5:00 PM	0	0	0	0	0	2	38	120	136	39	11	0	0	0	0	0	0	346
6:00 PM	0	0	0	0	0	0	37	118	104	31	3	0	0	0	0	0	0	293
7:00 PM	0	0	0	1	3	8	69	111	56	12	3	0	0	0	0	0	0	263
8:00 PM	0	0	0	0	0	9	28	74	54	3	1	0	0	0	0	0	0	169
9:00 PM	0	0	0	0	0	2	34	53	24	7	0	0	0	0	0	0	0	120
10:00 PM	0	0	0	0	1	2	13	28	8	11	2	1	0	0	0	0	0	66
11:00 PM	0	0	0	0	0	2	5	14	12	3	0	0	0	0	0	0	0	36
Total	0	0	0	1	7	62	616	1,707	1,411	384	66	5	1	0	0	0	0	4,260
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	1.5%	14.5%	40.1%	33.1%	9.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	44.4	mph	Mean (Average) Speed	44.4	mph
85th Percentile	48.9	mph	10 mph Pace	38.9 - 48.9	mph
95th Percentile	52.1	mph	Percent in Pace	73.99	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 08



Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	3	7	7	2	0	1	0	0	0	0	0	23
1:00 AM	0	0	0	0	0	1	6	5	3	1	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	0	0	1	1	4	3	0	0	1	0	0	0	0	0	10
3:00 AM	0	0	0	0	1	1	2	2	1	4	1	0	0	0	0	0	0	12
4:00 AM	0	0	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	0	3	6	5	2	2	0	0	1	0	0	0	19
6:00 AM	0	0	0	0	0	1	8	13	21	8	0	1	0	0	0	0	0	52
7:00 AM	0	0	0	0	0	0	11	22	33	10	2	2	0	0	0	0	0	80
8:00 AM	0	0	0	0	0	0	17	40	49	17	3	0	0	0	0	0	0	126
9:00 AM	0	0	0	0	0	0	28	80	78	13	4	0	0	0	0	0	0	203
10:00 AM	0	0	0	0	0	6	29	116	87	23	2	0	0	0	0	0	0	263
11:00 AM	0	0	0	0	0	6	39	132	128	30	4	0	0	0	0	0	0	339
12:00 PM	0	0	0	0	0	10	48	150	116	25	3	0	0	0	0	0	0	352
1:00 PM	0	0	0	0	0	4	42	141	122	31	4	1	0	0	0	0	0	345
2:00 PM	0	0	0	0	0	7	54	143	96	36	5	0	0	0	0	0	0	341
3:00 PM	0	0	0	0	0	3	41	140	118	33	8	0	1	0	0	0	0	344
4:00 PM	0	0	0	0	0	2	41	104	99	21	2	0	0	0	0	0	0	269
5:00 PM	0	0	0	0	0	4	27	99	100	30	4	0	0	0	0	0	0	264
6:00 PM	0	0	0	0	0	7	27	86	68	24	2	1	1	0	0	0	0	216
7:00 PM	0	0	0	0	2	6	32	72	36	4	2	0	0	0	0	0	0	154
8:00 PM	0	0	0	0	1	11	37	34	13	10	2	0	0	0	0	0	0	108
9:00 PM	0	0	0	0	0	2	19	30	19	3	2	0	0	0	0	0	0	75
10:00 PM	0	0	0	0	0	2	5	18	13	3	0	0	0	0	0	0	0	41
11:00 PM	0	1	0	0	1	0	5	3	10	2	0	0	0	0	0	0	0	22
Total	0	1	0	0	5	79	530	1,450	1,225	332	52	7	2	1	0	0	0	3,684
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.1%	14.4%	39.4%	33.3%	9.0%	1.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	44.4	mph	Mean (Average) Speed	44.4	mph
85th Percentile	48.9	mph	10 mph Pace	39.4 - 49.4	mph
95th Percentile	52.0	mph	Percent in Pace	73.8	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 08



Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	1	7	7	5	2	0	0	0	0	0	0	0	23
1:00 AM	0	0	0	0	0	1	7	5	4	2	1	0	0	0	0	0	0	20
2:00 AM	0	0	0	0	0	0	4	6	6	2	0	1	0	0	0	0	0	19
3:00 AM	0	0	0	0	0	1	0	3	2	1	0	0	0	0	0	0	0	7
4:00 AM	0	0	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	1	0	2	5	2	0	1	0	0	0	0	0	11
6:00 AM	0	0	0	0	0	0	1	12	7	7	1	0	1	0	0	0	0	29
7:00 AM	0	0	0	0	0	0	2	11	21	6	1	1	0	0	0	0	0	42
8:00 AM	0	0	0	0	0	0	6	17	23	9	4	0	1	0	0	0	0	60
9:00 AM	0	0	0	0	0	1	13	46	54	27	6	0	0	0	0	0	0	147
10:00 AM	0	0	0	0	0	2	11	73	85	23	2	0	0	0	0	0	0	196
11:00 AM	0	0	0	0	1	0	20	99	105	21	2	0	0	0	0	0	0	248
12:00 PM	0	0	0	0	0	3	30	156	131	24	1	1	0	0	0	0	0	346
1:00 PM	0	0	0	0	0	3	44	154	120	35	3	0	0	0	0	0	0	359
2:00 PM	0	0	0	0	0	1	30	141	130	48	8	0	0	0	0	0	0	358
3:00 PM	0	0	0	0	0	0	35	139	134	28	8	0	0	0	0	0	0	344
4:00 PM	0	0	0	0	0	5	26	118	132	41	4	1	0	0	0	0	0	327
5:00 PM	0	0	0	0	0	1	39	107	108	36	1	0	0	0	0	0	0	292
6:00 PM	0	0	0	0	1	3	32	79	79	26	3	0	0	0	0	0	0	223
7:00 PM	0	0	0	0	0	7	40	73	51	8	2	0	0	0	0	0	0	181
8:00 PM	0	0	0	0	2	9	29	55	26	6	0	0	0	0	0	0	0	127
9:00 PM	0	0	0	0	0	1	7	34	20	2	1	0	0	0	0	0	0	65
10:00 PM	0	0	0	0	0	1	7	10	11	2	0	0	0	0	0	0	0	31
11:00 PM	0	0	0	0	0	2	4	4	5	3	0	0	0	0	0	0	0	18
Total	0	0	0	0	5	43	398	1,354	1,267	361	48	5	2	0	0	0	0	3,483
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.2%	11.4%	38.9%	36.4%	10.4%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	44.7	mph	Mean (Average) Speed	44.9	mph
85th Percentile	49.3	mph	10 mph Pace	40.0 - 50.0	mph
95th Percentile	52.6	mph	Percent in Pace	75.02	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08



Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	4	3	1	0	0	1	0	0	0	0	10
1:00 AM	0	0	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	0	1	2	1	5	1	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	0	1	1	1	3	6	2	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	0	2	11	35	22	10	1	1	0	0	0	0	0	82
6:00 AM	0	0	0	0	0	9	44	97	85	13	2	1	0	0	0	0	0	251
7:00 AM	0	0	0	0	2	21	142	257	160	20	2	0	0	0	0	0	0	604
8:00 AM	0	0	0	4	13	43	110	286	152	25	1	0	0	0	0	0	0	634
9:00 AM	0	0	0	0	0	3	51	132	118	26	3	0	0	0	0	0	0	333
10:00 AM	0	0	0	0	0	7	67	167	108	18	2	1	0	0	0	0	0	370
11:00 AM	0	0	0	0	4	17	139	252	123	23	1	0	0	0	0	0	0	559
12:00 PM	0	0	0	0	0	30	181	244	116	22	1	0	0	0	0	0	0	594
1:00 PM	0	0	0	0	6	38	201	313	153	19	2	0	0	0	0	0	0	732
2:00 PM	0	0	0	0	4	37	135	250	128	22	1	0	0	0	0	0	0	577
3:00 PM	0	0	0	0	0	26	176	266	149	19	3	0	0	0	0	0	0	639
4:00 PM	0	0	0	1	5	17	80	220	154	21	5	1	0	0	0	0	0	504
5:00 PM	0	0	0	0	0	6	53	180	145	14	4	0	0	0	0	0	0	402
6:00 PM	0	0	0	0	0	1	53	119	99	27	3	0	0	0	0	0	0	302
7:00 PM	0	0	0	0	0	9	48	72	44	10	1	0	0	0	0	0	0	184
8:00 PM	0	0	0	0	0	11	31	33	25	8	2	0	0	0	0	0	0	110
9:00 PM	0	0	0	0	1	8	9	22	16	3	1	0	0	0	0	0	0	60
10:00 PM	0	0	0	0	0	2	9	14	11	0	1	0	0	0	0	0	0	37
11:00 PM	0	0	0	0	0	0	6	3	5	0	1	0	0	0	0	0	0	15
Total	0	0	0	5	36	290	1,555	2,977	1,828	307	37	4	1	0	0	0	0	7,040
Percent	0.0%	0.0%	0.0%	0.1%	0.5%	4.1%	22.1%	42.3%	26.0%	4.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.8	mph	Mean (Average) Speed	42.7	mph
85th Percentile	47.2	mph	10 mph Pace	37.6 - 47.6	mph
95th Percentile	50.0	mph	Percent in Pace	73.9	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08



Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	0	1	1	3	0	0	0	0	0	0	0	8
1:00 AM	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	0	0	0	3	4	1	1	1	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	0	4	3	5	3	0	0	0	0	0	0	0	15
6:00 AM	0	0	0	0	0	1	7	27	19	9	2	1	0	0	0	0	0	66
7:00 AM	0	0	0	0	0	1	9	74	95	21	2	1	0	0	0	0	0	203
8:00 AM	0	0	0	0	0	0	18	61	118	42	5	2	0	0	0	0	0	246
9:00 AM	0	0	0	0	0	4	27	62	82	22	3	1	0	0	0	0	0	201
10:00 AM	0	0	0	0	0	0	29	113	105	23	8	1	0	0	0	0	0	279
11:00 AM	0	0	0	0	0	2	49	158	124	37	2	0	0	0	0	0	0	372
12:00 PM	0	0	0	0	0	5	63	165	105	24	3	1	0	0	0	0	0	366
1:00 PM	0	0	0	0	2	4	49	136	115	17	1	2	0	0	0	0	0	326
2:00 PM	0	0	0	0	0	7	83	225	178	31	4	3	2	0	0	0	0	533
3:00 PM	0	0	0	0	1	8	87	242	206	51	5	0	0	0	0	0	0	600
4:00 PM	0	0	0	0	1	8	127	352	214	37	4	0	0	0	0	0	0	743
5:00 PM	0	0	0	0	0	16	194	410	193	37	3	0	0	0	0	0	0	853
6:00 PM	0	0	0	0	0	17	88	248	154	23	3	1	0	0	0	0	0	534
7:00 PM	0	0	0	0	1	17	77	117	53	9	2	0	0	0	0	0	0	276
8:00 PM	0	0	0	0	0	6	26	61	34	6	1	0	0	0	0	0	0	134
9:00 PM	0	0	0	0	0	2	19	42	24	3	1	0	0	0	0	0	0	91
10:00 PM	0	0	0	0	0	2	11	12	6	1	1	0	0	0	0	0	0	33
11:00 PM	0	0	0	0	0	0	2	9	1	1	0	0	0	0	0	0	0	13
Total	0	1	0	0	6	103	974	2,527	1,839	403	51	13	2	0	0	0	0	5,919
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.7%	16.5%	42.7%	31.1%	6.8%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	43.8	mph	Mean (Average) Speed	43.9	mph
85th Percentile	48.2	mph	10 mph Pace	39.0 - 49.0	mph
95th Percentile	51.3	mph	Percent in Pace	75.52	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Tuesday, September 20, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	3	1	2	0	1	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	1	5	11	5	1	0	0	0	0	0	0	0	23
5:00 AM	0	0	0	0	0	1	12	37	24	8	0	1	0	0	0	0	0	83
6:00 AM	0	0	0	0	3	13	63	135	66	14	2	1	0	0	0	0	0	297
7:00 AM	0	0	0	0	3	43	212	258	77	9	1	0	0	0	0	0	0	603
8:00 AM	1	7	14	20	41	67	198	242	75	10	0	0	0	0	0	0	0	675
9:00 AM	0	0	0	0	0	7	65	158	119	18	1	0	0	0	0	0	0	368
10:00 AM	0	0	0	0	0	17	79	148	86	20	1	0	0	0	0	0	0	351
11:00 AM	0	0	0	0	0	17	76	152	62	21	1	0	0	0	0	0	0	329
12:00 PM	0	0	0	0	1	6	53	177	101	14	1	0	0	0	0	0	0	353
1:00 PM	0	0	0	0	0	8	71	168	85	20	2	2	0	0	0	0	0	356
2:00 PM	0	0	0	0	0	6	52	148	114	18	1	1	0	0	0	0	0	340
3:00 PM	0	0	0	0	1	16	96	180	106	14	3	0	0	0	0	0	0	416
4:00 PM	0	0	0	0	3	4	61	168	97	18	1	1	0	0	0	0	0	353
5:00 PM	0	0	0	0	2	13	70	204	105	14	0	0	0	0	0	0	0	408
6:00 PM	0	0	0	0	0	2	58	115	64	19	0	0	0	0	0	0	0	258
7:00 PM	0	0	0	3	3	17	57	73	23	6	0	0	0	0	0	0	0	182
8:00 PM	0	0	0	0	0	9	30	41	15	4	0	0	1	0	0	0	0	100
9:00 PM	0	0	0	0	1	5	17	22	8	3	0	1	0	0	0	0	0	57
10:00 PM	0	0	0	0	1	1	13	9	6	4	0	0	0	0	0	0	0	34
11:00 PM	0	0	0	0	0	2	4	5	1	1	0	0	0	0	0	0	0	13
Total	1	7	14	23	60	257	1,299	2,456	1,244	237	16	7	1	0	0	0	0	5,622
Percent	0.0%	0.1%	0.2%	0.4%	1.1%	4.6%	23.1%	43.7%	22.1%	4.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.4	mph	Mean (Average) Speed	42.2	mph
85th Percentile	46.9	mph	10 mph Pace	37.7 - 47.7	mph
95th Percentile	49.8	mph	Percent in Pace	73.5	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08



Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	4	1	1	2	1	0	1	0	0	0	0	0	10
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	4	3	2	1	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	0	2	5	3	0	0	0	0	0	0	0	0	10
6:00 AM	0	0	0	0	0	0	14	37	26	6	1	0	0	0	0	0	0	84
7:00 AM	0	0	0	0	0	4	27	85	63	11	1	0	0	0	0	0	0	191
8:00 AM	0	0	0	3	3	3	45	124	81	20	1	0	0	0	0	0	0	280
9:00 AM	0	0	0	0	0	2	20	93	83	26	5	1	0	0	0	0	0	230
10:00 AM	0	0	0	0	0	1	27	116	86	21	2	0	0	0	0	0	0	253
11:00 AM	0	0	0	0	1	6	43	145	85	20	3	0	0	0	0	0	0	303
12:00 PM	0	0	0	0	0	13	59	158	91	29	5	0	1	0	0	0	0	356
1:00 PM	0	0	0	2	2	9	49	149	128	18	1	0	0	0	0	0	0	358
2:00 PM	0	0	0	0	0	4	74	176	81	16	4	0	0	0	0	0	0	355
3:00 PM	0	0	0	0	0	28	118	254	116	18	1	0	0	0	0	0	0	535
4:00 PM	0	0	0	0	0	1	123	308	152	27	1	0	0	0	0	0	0	612
5:00 PM	0	0	0	0	1	38	234	388	108	11	1	0	0	0	0	0	0	781
6:00 PM	0	0	0	0	5	43	205	254	120	19	1	0	0	0	0	0	0	647
7:00 PM	0	0	0	1	1	24	99	112	54	5	1	0	0	0	0	0	0	297
8:00 PM	0	0	0	0	0	18	36	58	28	4	2	0	0	0	0	0	0	146
9:00 PM	0	0	0	0	0	6	27	25	17	7	1	0	0	0	0	0	0	83
10:00 PM	0	0	0	0	0	3	5	13	15	5	0	0	0	0	0	0	0	41
11:00 PM	0	0	0	0	1	0	4	4	1	0	0	0	0	0	0	0	0	10
Total	0	1	0	6	14	207	1,217	2,510	1,344	265	31	2	1	0	0	0	0	5,598
Percent	0.0%	0.0%	0.0%	0.1%	0.3%	3.7%	21.7%	44.8%	24.0%	4.7%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.7	mph	Mean (Average) Speed	42.8	mph
85th Percentile	47.2	mph	10 mph Pace	37.4 - 47.4	mph
95th Percentile	50.1	mph	Percent in Pace	75.1	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 08



Wednesday, September 21, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	4	3	0	1	1	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	2	3	6	6	0	0	0	0	0	0	0	0	17
5:00 AM	0	0	0	0	0	3	9	37	32	9	2	0	0	0	0	0	0	92
6:00 AM	0	0	0	0	0	7	49	109	85	25	2	2	0	0	0	0	0	279
7:00 AM	0	0	0	0	4	75	150	244	125	9	1	0	0	0	0	0	0	608
8:00 AM	0	0	0	0	1	18	141	286	139	18	2	0	0	0	0	0	0	605
9:00 AM	0	0	0	0	0	12	87	155	89	14	1	0	0	0	0	0	0	358
10:00 AM	0	0	0	0	0	5	85	151	80	16	0	0	1	0	0	0	0	338
11:00 AM	0	0	0	0	0	9	72	170	84	14	1	1	0	0	0	0	0	351
12:00 PM	0	0	0	0	0	6	62	167	90	23	1	0	0	0	0	0	0	349
1:00 PM	0	0	0	0	0	9	68	176	97	11	2	0	0	0	0	0	0	363
2:00 PM	0	0	0	0	0	7	69	208	97	14	1	0	0	0	0	0	0	396
3:00 PM	0	0	0	0	1	16	97	164	87	16	0	0	0	0	0	0	0	381
4:00 PM	0	0	0	0	0	6	85	171	102	11	2	1	0	0	0	0	0	378
5:00 PM	0	0	0	0	0	12	78	169	97	17	0	0	0	0	0	0	0	373
6:00 PM	0	0	0	0	2	11	56	112	54	12	4	0	0	0	0	0	0	251
7:00 PM	0	0	0	0	0	17	47	73	17	8	2	0	0	0	0	0	0	164
8:00 PM	0	0	0	0	1	14	22	23	15	2	1	0	0	0	0	0	0	78
9:00 PM	0	0	0	0	0	11	11	28	11	2	0	0	1	0	0	0	0	64
10:00 PM	0	0	0	0	0	4	14	8	11	1	1	0	0	0	0	0	0	39
11:00 PM	0	0	0	0	0	0	3	8	1	0	1	0	0	0	0	0	0	13
Total	0	0	0	0	9	247	1,215	2,473	1,325	224	25	4	2	0	0	0	0	5,524
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	4.5%	22.0%	44.8%	24.0%	4.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.7	mph	Mean (Average) Speed	42.6	mph
85th Percentile	46.9	mph	10 mph Pace	37.8 - 47.8	mph
95th Percentile	49.8	mph	Percent in Pace	76.5	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08



Wednesday, September 21, 2022
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	2	4	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	1	2	3	2	3	0	0	1	0	0	0	0	12
5:00 AM	0	0	0	0	0	0	6	10	5	2	0	0	0	0	0	0	0	23
6:00 AM	0	0	0	0	0	0	12	30	28	14	1	0	0	0	0	0	0	85
7:00 AM	0	0	0	0	0	0	12	84	87	20	5	0	0	0	0	0	0	208
8:00 AM	0	0	0	0	0	0	39	100	93	40	7	1	0	0	1	0	0	281
9:00 AM	0	0	0	0	0	2	11	103	70	18	4	0	0	0	0	0	0	208
10:00 AM	0	0	0	0	0	2	52	108	73	26	2	0	0	0	0	0	0	263
11:00 AM	0	0	0	0	0	6	63	121	80	15	7	1	0	0	0	0	0	293
12:00 PM	0	0	0	0	0	9	57	162	90	21	2	1	0	0	0	0	0	342
1:00 PM	0	0	0	0	0	4	71	217	118	19	2	0	0	0	0	0	0	431
2:00 PM	0	0	0	0	3	4	81	214	125	23	1	0	0	0	0	0	0	451
3:00 PM	0	0	0	0	0	9	108	255	112	27	0	0	0	0	0	0	0	511
4:00 PM	0	0	0	0	0	6	126	289	116	19	1	1	0	0	0	0	0	558
5:00 PM	0	0	0	0	0	24	245	370	143	21	0	0	0	0	0	0	0	803
6:00 PM	0	0	0	0	1	39	140	223	120	14	3	0	0	0	0	0	0	540
7:00 PM	0	0	0	0	0	15	83	132	57	11	0	0	1	0	0	0	0	299
8:00 PM	0	0	0	0	0	11	47	64	24	7	0	0	0	0	0	0	0	153
9:00 PM	0	0	0	0	0	4	16	34	13	2	0	0	0	0	0	0	0	69
10:00 PM	0	0	0	0	0	1	11	13	4	2	0	0	0	0	0	0	0	31
11:00 PM	0	0	0	0	0	1	2	3	7	4	2	0	0	0	0	0	0	19
Total	0	0	0	0	4	141	1,189	2,542	1,372	308	37	4	2	0	1	0	0	5,600
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.5%	21.2%	45.4%	24.5%	5.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.8	mph	Mean (Average) Speed	43.1	mph
85th Percentile	47.5	mph	10 mph Pace	38.1 - 48.1	mph
95th Percentile	50.6	mph	Percent in Pace	75.07	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 08



Thursday, September 22, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	0	2	0	0	3	1	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	1	3	2	4	1	0	0	0	0	0	0	0	11
4:00 AM	0	0	0	0	0	0	2	7	6	0	0	0	0	0	0	0	0	15
5:00 AM	0	0	0	0	0	0	14	37	28	7	1	0	0	0	0	0	0	87
6:00 AM	0	0	0	0	0	2	54	108	81	15	4	0	0	0	0	0	0	264
7:00 AM	0	0	0	1	3	25	108	276	140	8	1	1	0	0	0	0	0	563
8:00 AM	0	0	0	0	9	63	215	205	97	11	2	0	0	0	0	0	0	602
9:00 AM	0	0	0	0	0	20	87	164	90	14	2	0	0	0	0	0	0	377
10:00 AM	0	0	0	0	1	10	86	144	74	12	0	0	0	0	0	0	0	327
11:00 AM	0	0	0	0	0	4	69	164	89	19	1	0	0	0	0	0	0	346
12:00 PM	0	0	0	0	0	15	79	178	94	18	1	0	0	0	0	0	0	385
1:00 PM	0	0	0	0	1	6	77	147	74	12	3	0	0	0	0	0	0	320
2:00 PM	0	0	0	2	4	7	65	152	84	17	1	0	0	0	0	0	0	332
3:00 PM	0	0	0	0	2	9	66	168	132	25	0	1	1	0	0	0	0	404
4:00 PM	0	0	0	0	0	19	97	156	97	26	1	1	0	0	0	0	0	397
5:00 PM	0	0	0	0	0	1	28	132	157	37	3	1	0	0	0	0	0	359
6:00 PM	0	0	0	0	0	7	32	107	96	21	4	0	0	0	0	0	0	267
7:00 PM	0	0	0	0	0	10	37	104	46	7	3	1	1	0	0	0	0	209
8:00 PM	0	0	0	0	1	12	49	59	24	7	0	0	0	0	1	0	0	153
9:00 PM	0	0	0	0	0	7	16	26	12	6	0	0	0	0	0	0	0	67
10:00 PM	0	0	0	0	0	1	8	15	12	5	0	0	0	0	0	0	0	41
11:00 PM	0	0	0	0	0	1	1	3	6	1	0	1	0	0	0	0	0	13
Total	0	0	0	3	21	222	1,198	2,360	1,451	270	27	6	2	0	1	0	0	5,561
Percent	0.0%	0.0%	0.0%	0.1%	0.4%	4.0%	21.5%	42.4%	26.1%	4.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	42.9	mph	Mean (Average) Speed	42.9	mph
85th Percentile	47.4	mph	10 mph Pace	37.8 - 47.8	mph
95th Percentile	50.2	mph	Percent in Pace	73.4	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08



Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	3	8	2	1	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	0	0	1	3	5	3	2	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	0	0	2	11	4	2	0	0	0	0	0	0	0	19
6:00 AM	0	0	0	0	0	2	7	32	25	5	2	0	0	0	0	0	0	73
7:00 AM	0	0	0	0	0	1	16	80	86	8	4	0	0	0	0	0	0	195
8:00 AM	0	0	0	0	0	1	31	92	110	23	2	0	0	0	0	0	0	259
9:00 AM	0	0	1	0	0	4	32	66	70	24	2	0	0	0	0	0	0	199
10:00 AM	0	0	0	0	0	2	41	95	80	30	5	1	0	0	0	0	0	254
11:00 AM	0	0	0	0	0	1	41	103	102	22	3	1	0	0	0	0	0	273
12:00 PM	0	0	0	0	0	6	59	164	124	27	1	0	0	0	0	0	0	381
1:00 PM	0	0	0	0	0	4	47	201	107	14	0	0	0	0	0	0	0	373
2:00 PM	0	0	0	0	0	6	87	157	124	21	3	0	0	0	0	0	0	398
3:00 PM	0	0	0	0	0	12	62	246	168	34	6	0	0	0	0	0	0	528
4:00 PM	0	0	0	0	0	21	166	292	149	24	2	1	0	0	0	0	0	655
5:00 PM	0	0	0	0	0	7	142	346	237	43	4	0	0	0	0	0	0	779
6:00 PM	0	0	0	0	1	18	99	198	156	30	3	1	0	0	0	0	0	506
7:00 PM	0	0	0	0	0	9	55	129	71	11	0	0	0	1	0	0	0	276
8:00 PM	0	0	0	0	1	11	44	86	39	6	1	0	0	0	0	0	0	188
9:00 PM	0	0	0	0	0	7	18	44	32	9	1	0	0	0	0	0	0	111
10:00 PM	0	0	0	0	0	2	5	20	13	5	1	0	0	0	0	0	0	46
11:00 PM	0	0	0	0	0	2	2	6	6	2	0	0	0	0	0	0	0	18
Total	0	0	1	0	2	118	964	2,385	1,710	344	40	5	0	1	0	0	0	5,570
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	17.3%	42.8%	30.7%	6.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	43.6	mph	Mean (Average) Speed	43.7	mph
85th Percentile	48.1	mph	10 mph Pace	38.7 - 48.7	mph
95th Percentile	50.7	mph	Percent in Pace	75.46	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Friday, September 23, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	2	5	4	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	0	0	0	1	5	1	0	0	0	0	0	1	0	0	8
2:00 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	11
4:00 AM	0	0	0	0	0	0	3	4	3	3	0	0	0	0	0	0	0	13
5:00 AM	0	0	0	0	0	3	13	27	19	6	1	2	0	0	0	0	0	71
6:00 AM	0	0	0	0	0	2	29	128	91	15	0	0	0	1	0	0	0	266
7:00 AM	0	0	0	0	0	7	79	231	149	34	4	0	0	0	0	0	0	504
8:00 AM	0	0	0	0	0	15	99	203	108	15	3	0	0	0	0	0	0	443
9:00 AM	0	0	0	0	0	1	59	169	136	25	3	1	0	0	0	0	0	394
10:00 AM	0	0	0	0	0	24	118	242	127	11	0	0	0	0	0	0	0	522
11:00 AM	0	0	0	0	1	8	50	172	111	26	3	1	0	0	0	0	0	372
12:00 PM	0	0	0	0	0	7	66	174	102	20	2	0	0	0	0	0	0	371
1:00 PM	0	1	0	0	0	9	46	166	111	21	3	0	0	0	0	0	0	357
2:00 PM	0	0	0	0	7	12	64	176	136	19	2	0	0	0	0	0	0	416
3:00 PM	0	0	0	0	0	3	61	200	142	38	2	0	0	0	0	0	0	446
4:00 PM	0	0	0	0	0	0	35	171	147	30	3	0	0	0	0	0	0	386
5:00 PM	0	0	0	0	0	1	38	149	167	24	3	0	0	0	0	0	0	382
6:00 PM	0	0	0	0	0	4	47	155	110	19	3	0	0	0	0	0	0	338
7:00 PM	0	0	0	0	0	6	70	102	33	11	5	0	0	0	0	0	0	227
8:00 PM	0	0	0	0	0	6	32	45	22	7	1	0	0	0	0	0	0	113
9:00 PM	0	0	0	0	0	3	28	35	16	1	0	0	0	0	0	0	0	83
10:00 PM	0	0	0	0	0	4	11	18	12	5	0	0	0	0	0	0	0	50
11:00 PM	0	0	0	0	0	2	5	7	6	2	0	0	0	0	0	0	0	22
Total	0	1	0	0	8	117	957	2,590	1,759	333	38	4	0	1	1	0	0	5,809
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.0%	16.5%	44.6%	30.3%	5.7%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	43.7	mph	Mean (Average) Speed	43.7	mph
85th Percentile	47.9	mph	10 mph Pace	38.7 - 48.7	mph
95th Percentile	50.7	mph	Percent in Pace	76.8	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	3	7	4	1	0	0	0	0	0	0	0	16
1:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	3	5	1	1	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	2	5	9	3	1	0	0	0	0	0	0	0	20
6:00 AM	0	0	0	0	0	1	14	27	31	2	0	1	0	0	0	0	0	76
7:00 AM	0	0	0	0	0	1	22	83	82	11	2	1	0	0	0	0	0	202
8:00 AM	0	0	0	0	0	5	16	91	89	32	6	1	0	0	0	0	0	240
9:00 AM	0	0	0	0	0	1	15	72	70	24	5	1	0	0	0	0	0	188
10:00 AM	0	0	0	0	0	0	44	105	87	28	2	0	0	0	0	0	0	266
11:00 AM	0	0	0	0	0	5	61	163	103	30	7	2	0	0	0	0	0	371
12:00 PM	0	0	0	0	0	5	59	207	103	36	4	0	0	0	0	0	0	414
1:00 PM	0	0	0	0	0	6	50	163	137	30	2	0	0	0	0	0	0	388
2:00 PM	0	0	0	0	1	18	82	148	123	20	4	2	0	0	0	0	0	398
3:00 PM	0	0	0	0	2	5	70	279	203	48	5	0	0	0	0	0	0	612
4:00 PM	0	0	0	0	0	5	99	276	220	58	3	1	0	0	0	0	0	662
5:00 PM	0	0	0	0	0	10	107	316	231	49	4	0	0	0	0	0	0	717
6:00 PM	0	0	0	0	0	10	85	214	152	27	7	0	0	0	0	0	0	495
7:00 PM	0	0	0	0	2	18	70	115	72	11	2	2	0	0	0	0	0	292
8:00 PM	0	0	0	0	1	20	67	77	37	1	2	0	0	0	0	0	0	205
9:00 PM	0	0	0	0	1	9	27	75	41	5	0	0	0	0	0	0	0	158
10:00 PM	0	0	0	0	0	4	24	57	22	4	2	0	0	0	0	0	0	113
11:00 PM	0	0	0	0	0	2	5	14	7	2	0	1	0	0	0	0	0	31
Total	0	0	0	0	7	128	932	2,506	1,819	421	57	12	0	0	0	0	0	5,882
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.2%	15.8%	42.6%	30.9%	7.2%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	43.8	mph	Mean (Average) Speed	43.9	mph
85th Percentile	48.3	mph	10 mph Pace	39.0 - 49.0	mph
95th Percentile	51.3	mph	Percent in Pace	75.09	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	2	4	4	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	0	0	1	3	5	4	1	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	0	0	2	9	27	20	6	1	1	0	0	0	0	0	66
6:00 AM	0	0	0	0	0	5	37	87	65	14	2	1	0	0	0	0	0	211
7:00 AM	0	0	0	0	2	25	102	193	106	16	2	0	0	0	0	0	0	446
8:00 AM	0	1	2	3	9	30	115	191	98	17	2	0	0	0	0	0	0	468
9:00 AM	0	0	0	0	0	7	61	137	104	18	2	0	0	0	0	0	0	329
10:00 AM	0	0	0	0	0	10	74	158	94	17	1	0	0	0	0	0	0	354
11:00 AM	0	0	0	0	1	9	73	172	102	22	2	0	0	0	0	0	0	381
12:00 PM	0	0	0	0	0	12	79	182	106	20	1	0	0	0	0	0	0	400
1:00 PM	0	0	0	0	1	12	80	184	111	19	3	0	0	0	0	0	0	410
2:00 PM	0	0	0	0	2	12	68	174	112	23	2	0	0	0	0	0	0	393
3:00 PM	0	0	0	0	1	10	82	177	119	26	3	0	0	0	0	0	0	418
4:00 PM	0	0	0	0	1	8	62	158	119	22	3	1	0	0	0	0	0	374
5:00 PM	0	0	0	0	0	5	47	150	126	25	4	0	0	0	0	0	0	357
6:00 PM	0	0	0	0	0	5	44	116	83	22	3	0	0	0	0	0	0	273
7:00 PM	0	0	0	0	1	12	46	81	34	8	2	0	0	0	0	0	0	184
8:00 PM	0	0	0	0	0	10	33	41	20	6	1	0	0	0	0	0	0	111
9:00 PM	0	0	0	0	0	7	19	28	14	3	0	0	0	0	0	0	0	71
10:00 PM	0	0	0	0	0	3	10	14	11	3	1	0	0	0	0	0	0	42
11:00 PM	0	0	0	0	0	1	5	6	6	1	0	0	0	0	0	0	0	19
Total	0	1	2	3	18	189	1,057	2,293	1,464	292	35	3	0	0	0	0	0	5,357
Percent	0.0%	0.0%	0.0%	0.1%	0.3%	3.5%	19.7%	42.8%	27.3%	5.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	43.2	mph	Mean (Average) Speed	43.1	mph
85th Percentile	47.6	mph	10 mph Pace	38.0 - 48.0	mph
95th Percentile	50.6	mph	Percent in Pace	73.9	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 to 9/23/2022
Site Code: 08

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	3	5	3	1	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	0	3	7	5	2	0	0	0	0	0	0	0	17
6:00 AM	0	0	0	0	0	1	9	26	21	7	1	0	0	0	0	0	0	65
7:00 AM	0	0	0	0	0	1	14	63	67	12	2	0	0	0	0	0	0	159
8:00 AM	0	0	0	0	0	2	23	76	79	26	4	1	0	0	0	0	0	211
9:00 AM	0	0	0	0	0	2	20	74	69	23	4	1	0	0	0	0	0	193
10:00 AM	0	0	0	0	0	1	33	102	87	26	3	0	0	0	0	0	0	252
11:00 AM	0	0	0	0	0	4	46	134	100	23	4	1	0	0	0	0	0	312
12:00 PM	0	0	0	0	0	6	55	171	109	26	3	0	0	0	0	0	0	370
1:00 PM	0	0	0	0	1	5	52	167	120	24	2	0	0	0	0	0	0	371
2:00 PM	0	0	0	0	1	6	71	172	130	28	4	1	0	0	0	0	0	413
3:00 PM	0	0	0	0	1	10	77	220	154	34	4	0	0	0	0	0	0	500
4:00 PM	0	0	0	0	0	7	99	252	160	36	3	1	0	0	0	0	0	558
5:00 PM	0	0	0	0	0	14	143	294	165	34	3	0	0	0	0	0	0	653
6:00 PM	0	0	0	0	1	19	98	191	126	24	3	0	0	0	0	0	0	462
7:00 PM	0	0	0	0	1	14	70	113	59	10	1	0	0	0	0	0	0	268
8:00 PM	0	0	0	0	1	12	40	68	35	5	1	0	0	0	0	0	0	162
9:00 PM	0	0	0	0	0	4	21	44	24	5	1	0	0	0	0	0	0	99
10:00 PM	0	0	0	0	0	2	11	22	11	4	1	0	0	0	0	0	0	51
11:00 PM	0	0	0	0	0	1	3	8	6	2	0	0	0	0	0	0	0	20
Total	0	0	0	0	6	114	898	2,219	1,538	355	44	5	0	0	0	0	0	5,179
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.2%	17.3%	42.8%	29.7%	6.9%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	43.6	mph	Mean (Average) Speed	43.7	mph
85th Percentile	48.2	mph	10 mph Pace	38.9 - 48.9	mph
95th Percentile	51.2	mph	Percent in Pace	74.6	%

Location: Midland Ave BTWN W Meadows & W Wulfsohn
Date Range: 9/17/2022 - 9/23/2022
Site Code: 08

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	14	20	34	23	23	46	10	8	18	8	10	18	7	10	17	10	14	24	11	16	27	8	11	20
1:00 AM	10	12	22	16	20	36	12	4	16	3	1	4	9	5	14	6	2	8	8	2	10	6	3	9
2:00 AM	9	17	26	10	19	29	5	4	9	6	1	7	6	1	7	6	1	7	3	3	6	6	1	7
3:00 AM	10	6	16	12	7	19	10	9	19	6	4	10	5	4	9	11	8	19	11	3	14	7	5	13
4:00 AM	11	9	20	10	10	20	14	10	24	23	10	33	17	12	29	15	14	29	13	10	23	18	12	30
5:00 AM	33	21	54	19	11	30	82	15	97	83	10	93	92	23	115	87	19	106	71	20	91	87	17	105
6:00 AM	74	47	121	52	29	81	251	66	317	297	84	381	279	85	364	264	73	337	266	76	342	280	81	361
7:00 AM	166	82	248	80	42	122	604	203	807	603	191	794	608	208	816	563	195	758	504	202	706	591	198	789
8:00 AM	198	119	317	126	60	186	634	246	880	675	280	955	605	281	886	602	259	861	443	240	683	627	273	901
9:00 AM	275	174	449	203	147	350	333	201	534	368	230	598	358	208	566	377	199	576	394	188	582	368	212	580
10:00 AM	313	265	578	263	196	459	370	279	649	351	253	604	338	263	601	327	254	581	522	266	788	339	257	595
11:00 AM	363	325	688	339	248	587	559	372	931	329	303	632	351	293	644	346	273	619	372	371	743	342	290	632
12:00 PM	397	394	791	352	346	698	594	366	960	353	356	709	349	342	691	385	381	766	371	414	785	362	360	722
1:00 PM	407	361	768	345	359	704	732	326	1,058	356	358	714	363	431	794	320	373	693	357	388	745	346	387	734
2:00 PM	353	393	746	341	358	699	577	533	1,110	340	355	695	396	451	847	332	398	730	416	398	814	356	401	757
3:00 PM	301	372	673	344	344	688	639	600	1,239	416	535	951	381	511	892	404	528	932	446	612	1,058	400	525	925
4:00 PM	337	350	687	269	327	596	504	743	1,247	353	612	965	378	558	936	397	655	1,052	386	662	1,048	376	608	984
5:00 PM	316	346	662	264	292	556	402	853	1,255	408	781	1,189	373	803	1,176	359	779	1,138	382	717	1,099	380	788	1,168
6:00 PM	282	293	575	216	223	439	302	534	836	258	647	905	251	540	791	267	506	773	338	495	833	259	564	823
7:00 PM	169	263	432	154	181	335	184	276	460	182	297	479	164	299	463	209	276	485	227	292	519	185	291	476
8:00 PM	117	169	286	108	127	235	110	134	244	100	146	246	78	153	231	153	188	341	113	205	318	110	162	273
9:00 PM	91	120	211	75	65	140	60	91	151	57	83	140	64	69	133	67	111	178	83	158	241	63	88	150
10:00 PM	51	66	117	41	31	72	37	33	70	34	41	75	39	31	70	41	46	87	50	113	163	38	39	77
11:00 PM	34	36	70	22	18	40	15	13	28	13	10	23	13	19	32	13	18	31	22	31	53	13	16	29
Total	4,331	4,260	8,591	3,684	3,483	7,167	7,040	5,919	12,959	5,622	5,598	11,220	5,524	5,600	11,124	5,561	5,570	11,131	5,809	5,882	11,691	5,569	5,589	11,158
Percent	50%	50%	-	51%	49%	-	54%	46%	-	50%	50%	-	50%	50%	-	50%	50%	-	50%	50%	-	50%	50%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Midland Ave BTWN W Wulfsohn & Devereux Rd

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 09

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	168	30,868	9,765	195	8,217	70	0	45	71	4	0	0	6	49,409
Percent	0.3%	62.5%	19.8%	0.4%	16.6%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	1,618	14,955	21,272	7	320	2,831	0	25	212	444	2	15	724	42,425
Percent	3.8%	35.3%	50.1%	0.0%	0.8%	6.7%	0.0%	0.1%	0.5%	1.0%	0.0%	0.0%	1.7%	100%
Total	1,786	45,823	31,037	202	8,537	2,901	0	70	283	448	2	15	730	91,834
Percent	1.9%	49.9%	33.8%	0.2%	9.3%	3.2%	0.0%	0.1%	0.3%	0.5%	0.0%	0.0%	0.8%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	19	1	1	3	0	0	0	0	0	0	0	0	24
1:00 AM	0	11	3	0	3	0	0	0	0	0	0	0	0	17
2:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	10	5	1	1	0	0	0	0	0	0	0	0	17
4:00 AM	0	8	6	0	2	1	0	0	0	0	0	0	0	17
5:00 AM	1	25	10	0	11	0	0	0	0	0	0	0	0	47
6:00 AM	0	45	22	2	30	0	0	0	1	0	0	0	0	100
7:00 AM	0	116	42	2	56	0	0	0	0	0	0	0	0	216
8:00 AM	1	140	64	2	58	0	0	0	0	0	0	0	0	265
9:00 AM	0	204	77	2	65	0	0	0	0	0	0	0	0	348
10:00 AM	6	241	87	2	74	0	0	0	0	0	0	0	0	410
11:00 AM	1	302	98	0	81	0	0	0	0	0	0	0	0	482
12:00 PM	2	342	97	1	103	1	0	0	0	0	0	0	0	546
1:00 PM	0	349	125	1	73	0	0	0	0	0	0	0	0	548
2:00 PM	3	308	92	1	83	0	0	0	0	0	0	0	0	487
3:00 PM	0	275	88	0	55	1	0	0	0	0	0	0	0	419
4:00 PM	3	299	90	0	68	0	0	1	0	0	0	0	0	461
5:00 PM	6	287	74	4	59	0	0	0	0	0	0	0	1	431
6:00 PM	1	261	68	2	52	0	0	0	0	0	0	0	0	384
7:00 PM	1	159	47	0	43	0	0	0	0	0	0	0	0	250
8:00 PM	0	122	32	3	22	0	0	0	0	0	0	0	0	179
9:00 PM	0	73	29	1	15	0	0	0	0	0	0	0	0	118
10:00 PM	0	53	14	1	7	0	0	0	0	0	0	0	0	75
11:00 PM	0	25	10	1	7	0	0	0	0	0	0	0	0	43
Total	25	3,687	1,183	27	971	3	0	1	1	0	0	0	1	5,899
Percent	0.4%	62.5%	20.1%	0.5%	16.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	18	0	1	1	0	0	0	0	0	0	0	29
1:00 AM	0	3	10	0	0	1	0	0	0	0	0	0	0	14
2:00 AM	0	6	15	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	2	3	0	1	1	0	0	0	0	0	0	0	7
4:00 AM	0	1	5	0	0	1	0	0	0	0	0	0	0	7
5:00 AM	0	7	14	0	3	1	0	0	0	0	0	0	2	27
6:00 AM	3	14	37	0	3	1	0	0	0	1	1	0	0	60
7:00 AM	2	23	65	0	1	2	0	1	1	1	0	0	1	97
8:00 AM	0	48	91	0	3	6	0	0	4	2	0	0	1	155
9:00 AM	8	59	127	1	3	7	0	0	0	4	0	1	3	213
10:00 AM	4	77	198	0	1	14	0	0	3	6	0	0	4	307
11:00 AM	19	110	216	0	0	25	0	1	2	8	0	0	6	387
12:00 PM	21	143	247	0	2	41	0	0	1	5	0	0	8	468
1:00 PM	28	155	210	0	3	40	0	0	3	4	0	0	3	446
2:00 PM	11	165	251	0	1	26	0	0	1	5	0	0	10	470
3:00 PM	27	157	206	0	2	45	0	0	1	5	0	0	7	450
4:00 PM	24	169	188	0	0	38	0	0	0	4	0	0	5	428
5:00 PM	17	158	205	0	4	29	0	1	2	2	0	0	3	421
6:00 PM	10	165	160	0	3	37	0	0	0	0	0	0	1	376
7:00 PM	7	94	167	0	1	24	0	0	4	0	0	0	3	300
8:00 PM	3	85	108	0	2	24	0	0	0	0	0	0	1	223
9:00 PM	2	44	84	0	2	11	0	0	0	0	0	0	2	145
10:00 PM	0	29	43	0	0	6	0	0	0	0	0	0	0	78
11:00 PM	0	13	28	0	0	5	0	0	0	0	0	0	0	46
Total	186	1,736	2,696	1	36	386	0	3	22	47	1	1	60	5,175
Percent	3.6%	33.5%	52.1%	0.0%	0.7%	7.5%	0.0%	0.1%	0.4%	0.9%	0.0%	0.0%	1.2%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	21	10	1	3	0	0	0	0	0	0	0	0	35
1:00 AM	0	15	4	2	2	0	0	0	0	0	0	0	0	23
2:00 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	13
3:00 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
4:00 AM	0	8	4	0	2	0	0	0	0	0	0	0	0	14
5:00 AM	0	18	6	0	5	0	0	0	0	0	0	0	0	29
6:00 AM	0	38	11	1	10	0	0	0	0	0	0	0	0	60
7:00 AM	0	52	27	2	28	0	0	0	0	0	0	0	0	109
8:00 AM	0	88	42	1	37	0	0	0	0	0	0	0	0	168
9:00 AM	1	148	66	2	48	0	0	0	0	0	0	0	0	265
10:00 AM	0	230	71	1	51	0	0	0	0	0	0	0	0	353
11:00 AM	5	262	98	0	83	0	0	1	0	0	0	0	0	449
12:00 PM	4	300	104	1	72	0	0	0	0	0	0	0	1	482
1:00 PM	3	288	90	0	73	0	0	0	0	0	0	0	0	454
2:00 PM	5	301	87	0	74	0	0	0	0	0	0	0	0	467
3:00 PM	4	301	87	0	76	0	0	0	1	0	0	0	0	469
4:00 PM	3	247	74	0	49	0	0	0	0	0	0	0	0	373
5:00 PM	0	268	62	3	52	0	0	1	0	0	0	0	0	386
6:00 PM	2	190	62	3	53	0	0	0	0	0	0	0	0	310
7:00 PM	2	144	44	0	32	0	0	0	0	0	0	0	0	222
8:00 PM	0	94	33	1	17	0	0	0	0	0	0	0	0	145
9:00 PM	0	60	22	2	15	0	0	0	0	0	0	0	0	99
10:00 PM	0	40	7	1	6	0	0	0	0	0	0	0	0	54
11:00 PM	0	14	8	0	7	0	0	0	0	0	0	0	0	29
Total	29	3,147	1,025	21	799	0	0	2	1	0	0	0	1	5,025
Percent	0.6%	62.6%	20.4%	0.4%	15.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	19	0	0	3	0	0	0	0	0	0	0	35
1:00 AM	0	10	10	0	0	2	0	0	0	0	0	0	0	22
2:00 AM	0	4	14	0	0	2	0	0	0	0	0	0	1	21
3:00 AM	0	2	7	0	0	1	0	0	0	0	0	0	0	10
4:00 AM	0	2	6	0	0	1	0	0	0	0	0	0	0	9
5:00 AM	0	4	8	0	1	2	0	0	0	0	0	0	0	15
6:00 AM	1	10	19	0	3	1	0	0	0	0	0	0	0	34
7:00 AM	3	17	32	0	0	2	0	1	0	0	0	0	0	55
8:00 AM	1	26	43	0	2	9	0	0	0	0	0	0	1	82
9:00 AM	5	55	103	0	0	12	0	1	0	0	0	0	0	176
10:00 AM	7	89	119	0	1	18	0	0	1	3	0	0	1	239
11:00 AM	5	121	148	0	2	16	0	0	0	3	0	0	0	295
12:00 PM	15	145	186	0	0	40	0	0	1	3	0	0	6	396
1:00 PM	26	144	209	0	2	31	0	0	5	5	0	0	5	427
2:00 PM	8	157	213	0	0	32	0	1	2	4	0	0	3	420
3:00 PM	16	142	210	0	4	30	0	0	0	4	0	0	6	412
4:00 PM	9	130	189	0	1	32	0	0	4	2	0	0	6	373
5:00 PM	8	157	165	0	4	20	0	0	1	2	0	1	3	361
6:00 PM	1	116	119	0	2	30	0	0	1	1	0	1	2	273
7:00 PM	6	79	121	0	2	19	0	0	0	0	0	0	2	229
8:00 PM	3	44	84	0	1	15	0	0	0	0	0	0	1	148
9:00 PM	1	27	35	1	2	10	0	0	0	0	0	0	0	76
10:00 PM	0	14	25	0	0	6	0	0	0	0	0	0	1	46
11:00 PM	1	5	12	0	0	1	0	0	0	1	0	0	0	20
Total	116	1,513	2,096	1	27	335	0	3	15	28	0	2	38	4,174
Percent	2.8%	36.2%	50.2%	0.0%	0.6%	8.0%	0.0%	0.1%	0.4%	0.7%	0.0%	0.0%	0.9%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	4	1	3	0	0	0	0	0	0	0	0	14
1:00 AM	0	4	4	1	3	0	0	0	1	0	0	0	0	13
2:00 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	8
3:00 AM	0	10	4	1	1	0	0	0	0	0	0	0	0	16
4:00 AM	0	17	5	0	0	1	0	0	0	0	0	0	0	23
5:00 AM	1	66	23	0	21	0	0	1	1	0	0	0	0	113
6:00 AM	2	149	69	1	95	2	0	0	1	0	0	0	0	319
7:00 AM	0	416	165	3	156	0	0	1	2	0	0	0	0	743
8:00 AM	0	437	176	2	123	1	0	0	4	1	0	0	0	744
9:00 AM	1	233	88	3	86	1	0	0	1	0	0	0	0	413
10:00 AM	3	275	72	1	95	1	0	4	2	1	0	0	1	455
11:00 AM	3	436	131	2	114	1	0	1	4	0	0	0	1	693
12:00 PM	2	462	122	3	122	2	0	1	2	0	0	0	0	716
1:00 PM	3	543	182	3	142	4	0	1	0	1	0	0	0	879
2:00 PM	3	478	145	2	91	1	0	0	0	0	0	0	1	721
3:00 PM	5	537	133	2	104	3	0	0	2	0	0	0	0	786
4:00 PM	4	472	103	1	85	0	0	1	0	0	0	0	0	666
5:00 PM	1	426	84	1	71	0	0	0	1	0	0	0	0	584
6:00 PM	2	306	64	1	61	0	0	0	0	0	0	0	0	434
7:00 PM	3	182	47	0	37	0	0	0	0	0	0	0	0	269
8:00 PM	1	88	33	2	25	0	0	0	1	0	0	0	0	150
9:00 PM	0	53	16	2	13	1	0	0	0	0	0	0	0	85
10:00 PM	1	21	14	1	4	0	0	0	0	0	0	0	0	41
11:00 PM	0	13	2	1	4	0	0	0	0	0	0	0	0	20
Total	35	5,635	1,687	34	1,458	18	0	10	22	3	0	0	3	8,905
Percent	0.4%	63.3%	18.9%	0.4%	16.4%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	10	0	0	1	0	0	0	0	0	0	0	17
1:00 AM	0	0	5	0	1	1	0	0	0	0	0	0	0	7
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	4	0	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	3	5	0	1	1	0	0	0	0	0	0	0	10
5:00 AM	0	8	10	0	3	0	0	0	0	0	0	0	1	22
6:00 AM	7	25	45	0	3	3	0	0	0	2	0	0	1	86
7:00 AM	17	104	98	0	2	10	0	0	2	1	0	0	4	238
8:00 AM	9	136	111	0	1	18	0	0	2	4	0	1	8	290
9:00 AM	8	79	121	0	1	11	0	0	2	1	0	0	3	226
10:00 AM	10	119	160	0	2	21	0	0	1	2	0	0	11	326
11:00 AM	32	180	174	0	2	32	0	0	3	6	0	0	10	439
12:00 PM	26	181	183	0	2	25	0	0	2	4	0	0	9	432
1:00 PM	34	177	168	0	5	23	0	0	2	7	0	0	7	423
2:00 PM	44	237	258	0	7	28	0	0	4	7	0	1	15	601
3:00 PM	59	262	314	0	3	34	0	0	3	8	0	1	16	700
4:00 PM	48	300	385	0	5	49	0	0	6	8	0	0	24	825
5:00 PM	47	323	500	0	3	49	0	2	7	11	0	0	14	956
6:00 PM	14	245	292	0	3	47	0	1	1	4	0	0	16	623
7:00 PM	3	135	143	0	1	36	0	0	0	1	0	0	1	320
8:00 PM	7	63	74	0	0	21	0	0	1	1	0	0	4	171
9:00 PM	2	31	59	0	3	12	0	1	0	0	0	0	1	109
10:00 PM	0	13	27	0	0	5	0	0	0	0	0	0	0	45
11:00 PM	0	6	10	0	1	0	0	0	0	0	0	0	0	17
Total	367	2,638	3,158	0	50	427	0	4	36	67	0	3	145	6,895
Percent	5.3%	38.3%	45.8%	0.0%	0.7%	6.2%	0.0%	0.1%	0.5%	1.0%	0.0%	0.0%	2.1%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	3	1	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	4	1	2	2	0	0	0	0	0	0	0	0	9
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	15	11	0	6	0	0	0	0	0	0	0	0	32
5:00 AM	0	62	26	2	29	0	0	0	0	0	0	0	0	119
6:00 AM	2	167	76	0	112	1	0	0	1	0	0	0	0	359
7:00 AM	1	438	152	3	144	1	0	0	1	0	0	0	0	740
8:00 AM	0	461	168	4	142	1	0	0	0	0	0	0	0	776
9:00 AM	0	271	96	4	70	0	0	0	2	0	0	0	0	443
10:00 AM	3	270	85	3	82	1	0	0	1	0	0	0	0	445
11:00 AM	3	248	99	1	71	1	0	3	2	0	0	0	0	428
12:00 PM	1	320	111	1	76	1	0	0	0	0	0	0	0	510
1:00 PM	1	280	91	2	90	4	0	1	1	0	0	0	0	470
2:00 PM	3	264	86	1	79	0	0	0	2	0	0	0	0	435
3:00 PM	2	349	104	1	73	3	0	0	1	0	0	0	0	533
4:00 PM	0	367	86	0	72	1	0	0	0	0	0	0	0	526
5:00 PM	2	411	90	3	78	0	0	0	0	0	0	0	0	584
6:00 PM	0	267	57	0	47	0	0	0	0	0	0	0	0	371
7:00 PM	1	180	53	0	42	0	0	0	1	0	0	0	0	277
8:00 PM	0	79	41	2	19	0	0	0	0	0	0	0	0	141
9:00 PM	0	52	17	2	11	0	0	0	0	0	0	0	0	82
10:00 PM	0	24	8	1	10	0	0	0	0	0	0	0	0	43
11:00 PM	0	11	5	2	3	0	0	0	0	0	0	0	0	21
Total	19	4,563	1,469	35	1,259	14	0	4	12	0	0	0	0	7,375
Percent	0.3%	61.9%	19.9%	0.5%	17.1%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	7	1	0	2	0	1	0	0	0	0	0	18
1:00 AM	2	2	1	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	8	0	2	0	0	0	0	0	0	0	0	11
5:00 AM	0	6	11	0	2	4	0	0	0	0	0	0	0	23
6:00 AM	2	26	57	0	1	9	0	0	1	1	0	0	4	101
7:00 AM	10	88	95	0	0	12	0	1	3	4	0	0	5	218
8:00 AM	12	130	139	0	2	7	0	0	5	8	0	1	4	308
9:00 AM	14	87	138	0	3	19	0	1	5	3	0	1	2	273
10:00 AM	15	112	141	0	3	16	0	0	0	3	0	0	6	296
11:00 AM	6	116	184	1	5	25	0	0	3	11	0	1	9	361
12:00 PM	22	158	191	0	2	22	0	0	1	7	0	0	11	414
1:00 PM	16	139	207	0	4	33	0	0	1	5	0	0	10	415
2:00 PM	18	122	214	0	4	20	0	1	4	5	0	0	10	398
3:00 PM	17	211	303	0	4	39	0	0	2	11	0	0	16	603
4:00 PM	32	250	331	0	6	52	0	0	3	5	0	0	17	696
5:00 PM	25	282	451	1	4	51	0	1	2	11	0	0	19	847
6:00 PM	8	233	371	0	7	51	0	0	3	6	1	0	16	696
7:00 PM	15	114	202	0	2	23	0	0	3	5	0	0	1	365
8:00 PM	8	41	132	0	0	11	0	0	0	0	0	0	2	194
9:00 PM	1	29	60	0	1	5	0	1	0	1	0	0	0	98
10:00 PM	0	15	30	0	0	5	0	0	0	0	0	0	1	51
11:00 PM	0	4	9	0	2	0	0	0	0	0	0	0	0	15
Total	223	2,174	3,286	3	55	406	0	6	36	86	1	3	133	6,412
Percent	3.5%	33.9%	51.2%	0.0%	0.9%	6.3%	0.0%	0.1%	0.6%	1.3%	0.0%	0.0%	2.1%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	6	2	0	3	0	0	0	0	0	0	0	0	11
2:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	18	7	0	2	0	0	1	0	0	0	0	0	28
5:00 AM	0	62	34	0	28	0	0	0	0	0	0	0	0	124
6:00 AM	0	149	74	1	125	1	0	0	1	0	0	0	0	351
7:00 AM	3	404	155	4	164	0	0	0	1	0	0	0	0	731
8:00 AM	0	401	179	2	138	2	0	0	2	0	0	0	0	724
9:00 AM	0	260	96	1	89	0	0	0	0	0	0	0	0	446
10:00 AM	0	254	94	3	77	2	0	0	1	0	0	0	0	431
11:00 AM	0	263	98	0	87	0	0	1	1	0	0	0	0	450
12:00 PM	0	307	88	2	84	0	0	0	1	0	0	0	0	482
1:00 PM	2	347	97	2	68	1	0	0	2	0	0	0	0	519
2:00 PM	1	310	113	2	71	0	0	3	1	0	0	0	0	501
3:00 PM	1	322	105	1	63	1	0	0	1	0	0	0	0	494
4:00 PM	1	347	105	2	52	0	0	1	1	1	0	0	0	510
5:00 PM	1	382	72	1	68	0	0	0	1	0	0	0	0	525
6:00 PM	5	267	64	1	44	0	0	0	0	0	0	0	0	381
7:00 PM	0	168	56	1	31	0	0	1	0	0	0	0	0	257
8:00 PM	1	56	26	2	16	0	0	0	0	0	0	0	0	101
9:00 PM	0	50	16	1	14	0	0	0	1	0	0	0	0	82
10:00 PM	0	30	5	3	12	0	0	0	0	0	0	0	0	50
11:00 PM	0	10	3	0	7	0	0	0	0	0	0	0	0	20
Total	15	4,433	1,493	29	1,244	7	0	7	14	1	0	0	0	7,243
Percent	0.2%	61.2%	20.6%	0.4%	17.2%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	13	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	3	4	0	0	2	0	0	0	0	0	0	0	9
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	5	6	0	1	1	0	0	0	0	0	0	0	13
5:00 AM	0	9	15	0	1	1	0	1	0	1	0	0	1	29
6:00 AM	2	32	53	0	5	4	0	0	0	0	0	0	1	97
7:00 AM	9	105	111	0	3	15	0	1	2	3	0	0	4	253
8:00 AM	6	144	128	0	1	29	0	0	1	6	0	0	3	318
9:00 AM	4	96	128	0	1	11	0	0	4	4	0	0	1	249
10:00 AM	29	87	161	0	2	20	0	1	1	1	0	0	5	307
11:00 AM	29	102	187	0	3	11	0	0	2	5	0	0	9	348
12:00 PM	17	120	210	0	2	28	0	0	2	2	0	1	8	390
1:00 PM	23	182	252	0	1	39	0	0	3	7	0	1	8	516
2:00 PM	22	173	257	0	4	32	0	0	2	5	0	0	13	508
3:00 PM	21	182	302	0	4	42	0	0	1	5	0	0	16	573
4:00 PM	22	208	321	0	8	44	0	0	3	6	0	1	15	628
5:00 PM	41	272	468	0	2	51	0	0	6	13	0	0	25	878
6:00 PM	8	192	360	0	6	35	0	0	4	4	0	0	9	618
7:00 PM	17	91	235	0	1	9	0	0	0	2	0	0	3	358
8:00 PM	1	30	132	0	0	14	0	0	0	0	0	0	2	179
9:00 PM	1	18	62	0	2	5	0	0	0	0	0	0	1	89
10:00 PM	0	9	32	0	2	2	0	0	0	0	0	0	0	45
11:00 PM	0	9	14	0	0	1	0	0	0	0	0	0	0	24
Total	253	2,070	3,456	0	49	396	0	3	31	64	0	3	124	6,449
Percent	3.9%	32.1%	53.6%	0.0%	0.8%	6.1%	0.0%	0.0%	0.5%	1.0%	0.0%	0.0%	1.9%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	5	0	3	0	0	0	0	0	0	0	0	15
1:00 AM	0	3	4	0	3	0	0	0	1	0	0	0	0	11
2:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
3:00 AM	0	15	4	0	2	0	0	0	0	0	0	0	0	21
4:00 AM	0	14	9	0	2	0	0	0	0	0	0	0	0	25
5:00 AM	0	62	26	2	23	0	0	0	0	0	0	0	0	113
6:00 AM	2	153	77	0	100	3	0	0	0	0	0	0	0	335
7:00 AM	2	401	111	1	159	1	0	1	0	0	0	0	0	676
8:00 AM	0	403	174	2	138	0	0	2	1	0	0	0	0	720
9:00 AM	1	245	116	2	90	1	0	0	1	0	0	0	0	456
10:00 AM	6	230	86	3	89	2	0	0	1	0	0	0	0	417
11:00 AM	1	228	90	0	100	2	0	2	1	0	0	0	0	424
12:00 PM	0	322	100	1	86	2	0	1	3	0	0	0	0	515
1:00 PM	0	277	76	2	70	0	0	0	1	0	0	0	0	426
2:00 PM	0	297	87	2	67	2	0	0	1	0	0	0	0	456
3:00 PM	1	373	116	0	68	0	0	1	0	0	0	0	0	559
4:00 PM	2	406	74	0	59	1	0	1	0	0	0	0	0	543
5:00 PM	2	405	68	3	52	0	0	0	0	0	0	0	0	530
6:00 PM	0	246	71	0	46	0	0	0	0	0	0	0	0	363
7:00 PM	1	184	45	2	46	0	0	0	1	0	0	0	0	279
8:00 PM	0	143	43	1	29	0	0	0	0	0	0	0	0	216
9:00 PM	0	66	18	1	14	0	0	0	0	0	0	0	0	99
10:00 PM	0	27	15	1	11	0	0	0	0	0	0	0	0	54
11:00 PM	0	11	6	0	0	0	0	0	1	0	0	0	0	18
Total	18	4,520	1,423	23	1,259	14	0	8	12	0	0	0	0	7,277
Percent	0.2%	62.1%	19.6%	0.3%	17.3%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	20	0	0	0	0	0	0	1	0	0	0	26
1:00 AM	1	1	4	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	3	0	0	1	0	0	0	0	0	0	0	4
3:00 AM	0	2	7	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	2	6	0	2	0	0	0	0	0	0	0	1	11
5:00 AM	2	9	10	0	2	1	0	0	0	0	0	0	0	24
6:00 AM	1	26	47	0	1	6	0	0	0	1	0	0	2	84
7:00 AM	22	86	118	0	1	4	0	0	1	1	0	0	4	237
8:00 AM	20	112	142	0	4	11	0	0	3	2	0	0	6	300
9:00 AM	17	79	129	0	5	11	0	1	2	6	0	0	6	256
10:00 AM	15	71	179	0	3	16	0	0	2	1	0	0	7	294
11:00 AM	12	85	199	0	1	15	0	0	4	2	0	0	3	321
12:00 PM	23	145	219	0	3	29	0	0	1	2	0	0	9	431
1:00 PM	11	144	244	0	3	21	0	0	3	4	0	0	7	437
2:00 PM	12	159	234	0	6	26	0	0	4	12	0	1	9	463
3:00 PM	33	230	269	0	4	54	0	0	3	6	0	0	9	608
4:00 PM	18	294	345	0	2	47	0	0	2	12	0	0	18	738
5:00 PM	24	327	402	0	6	70	0	0	2	8	0	0	13	852
6:00 PM	10	193	303	0	7	45	0	0	1	6	0	0	6	571
7:00 PM	8	114	173	0	1	28	0	0	0	2	0	0	3	329
8:00 PM	3	95	99	1	0	20	0	0	1	2	0	0	2	223
9:00 PM	0	49	81	0	2	6	0	0	0	0	0	0	2	140
10:00 PM	1	18	30	0	0	3	0	1	0	0	0	0	0	53
11:00 PM	0	9	13	0	0	0	0	0	0	0	0	0	0	22
Total	233	2,255	3,276	1	53	414	0	2	29	68	0	1	107	6,439
Percent	3.6%	35.0%	50.9%	0.0%	0.8%	6.4%	0.0%	0.0%	0.5%	1.1%	0.0%	0.0%	1.7%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	2	4	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:00 AM	0	11	5	0	3	0	0	0	0	0	0	0	0	19
4:00 AM	0	17	2	0	4	0	0	0	0	0	0	0	0	23
5:00 AM	0	53	22	2	21	1	0	1	0	0	0	0	0	100
6:00 AM	0	148	65	1	96	1	0	0	2	0	0	0	0	313
7:00 AM	2	338	130	3	120	0	0	0	2	0	0	0	0	595
8:00 AM	3	311	106	0	108	0	0	0	0	0	0	0	0	528
9:00 AM	1	282	101	1	106	3	0	2	1	0	0	0	0	497
10:00 AM	2	358	131	2	116	1	0	1	1	0	0	0	0	612
11:00 AM	5	324	95	0	82	0	0	1	0	0	0	0	0	507
12:00 PM	1	341	95	0	68	2	0	2	2	0	0	0	0	511
1:00 PM	3	333	81	3	79	2	0	4	0	0	0	0	0	505
2:00 PM	3	304	115	1	86	2	0	0	1	0	0	0	0	512
3:00 PM	2	396	116	0	67	0	0	0	0	0	0	0	0	581
4:00 PM	0	355	101	1	57	2	0	1	0	0	0	0	1	518
5:00 PM	3	430	98	2	52	0	0	1	0	0	0	0	0	586
6:00 PM	0	378	77	3	53	0	0	0	0	0	0	0	0	511
7:00 PM	0	224	63	0	40	0	0	0	0	0	0	0	0	327
8:00 PM	0	112	33	4	31	0	0	0	0	0	0	0	0	180
9:00 PM	1	86	20	0	15	0	0	0	0	0	0	0	0	122
10:00 PM	1	48	16	1	15	0	0	0	0	0	0	0	0	81
11:00 PM	0	12	7	1	6	0	0	0	0	0	0	0	0	26
Total	27	4,883	1,485	26	1,227	14	0	13	9	0	0	0	1	7,685
Percent	0.4%	63.5%	19.3%	0.3%	16.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfssohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	14	0	0	1	0	1	0	0	0	0	0	24
1:00 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	3
2:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	2	7	0	1	0	0	0	0	0	0	0	0	10
5:00 AM	1	12	14	0	0	0	0	0	0	0	0	0	0	27
6:00 AM	3	33	53	0	2	6	0	1	1	2	0	0	0	101
7:00 AM	12	85	108	0	0	7	0	0	1	1	0	0	8	222
8:00 AM	11	109	137	0	0	12	0	0	2	4	0	0	6	281
9:00 AM	7	91	113	0	1	12	0	0	0	4	0	0	4	232
10:00 AM	14	115	161	0	3	25	0	1	3	3	0	1	6	332
11:00 AM	12	160	188	0	6	30	0	0	2	11	0	0	6	415
12:00 PM	27	180	224	0	5	28	0	0	5	3	0	0	8	480
1:00 PM	14	189	209	0	4	30	0	0	5	6	0	0	14	471
2:00 PM	28	147	243	0	2	31	0	0	1	7	0	0	8	467
3:00 PM	28	263	316	0	5	46	0	0	8	13	0	0	19	698
4:00 PM	30	251	389	0	2	48	0	0	3	11	0	0	13	747
5:00 PM	28	336	346	0	7	68	0	0	9	7	0	0	11	812
6:00 PM	13	259	247	0	3	43	0	1	2	2	0	0	10	580
7:00 PM	4	136	175	0	4	26	0	0	1	5	0	1	1	353
8:00 PM	4	85	130	0	2	17	0	0	0	4	0	0	2	244
9:00 PM	3	55	104	1	1	13	0	0	0	0	0	0	1	178
10:00 PM	1	45	84	0	1	17	0	0	0	0	0	0	0	148
11:00 PM	0	7	29	0	1	6	0	0	0	1	0	0	0	44
Total	240	2,569	3,304	1	50	467	0	4	43	84	0	2	117	6,881
Percent	3.5%	37.3%	48.0%	0.0%	0.7%	6.8%	0.0%	0.1%	0.6%	1.2%	0.0%	0.0%	1.7%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	4	1	2	0	0	0	0	0	0	0	0	19
1:00 AM	0	6	3	1	2	0	0	0	0	0	0	0	0	12
2:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
3:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
4:00 AM	0	14	6	0	3	0	0	0	0	0	0	0	0	23
5:00 AM	0	50	21	1	20	0	0	0	0	0	0	0	0	92
6:00 AM	1	121	56	1	81	1	0	0	1	0	0	0	0	262
7:00 AM	1	309	112	3	118	0	0	0	1	0	0	0	0	544
8:00 AM	1	320	130	2	106	1	0	0	1	0	0	0	0	561
9:00 AM	1	235	91	2	79	1	0	0	1	0	0	0	0	410
10:00 AM	3	265	89	2	83	1	0	1	1	0	0	0	0	445
11:00 AM	3	295	101	0	88	1	0	1	1	0	0	0	0	490
12:00 PM	1	342	102	1	87	1	0	1	1	0	0	0	0	536
1:00 PM	2	345	106	2	85	2	0	1	1	0	0	0	0	544
2:00 PM	3	323	104	1	79	1	0	0	1	0	0	0	0	512
3:00 PM	2	365	107	1	72	1	0	0	1	0	0	0	0	549
4:00 PM	2	356	90	1	63	1	0	1	0	0	0	0	0	514
5:00 PM	2	373	78	2	62	0	0	0	0	0	0	0	0	517
6:00 PM	1	274	66	1	51	0	0	0	0	0	0	0	0	393
7:00 PM	1	177	51	0	39	0	0	0	0	0	0	0	0	268
8:00 PM	0	99	34	2	23	0	0	0	0	0	0	0	0	158
9:00 PM	0	63	20	1	14	0	0	0	0	0	0	0	0	98
10:00 PM	0	35	11	1	9	0	0	0	0	0	0	0	0	56
11:00 PM	0	14	6	1	5	0	0	0	0	0	0	0	0	26
Total	24	4,410	1,393	27	1,173	11	0	5	10	0	0	0	0	7,053
Percent	0.3%	62.5%	19.8%	0.4%	16.6%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	14	0	0	1	0	0	0	0	0	0	0	22
1:00 AM	0	3	5	0	0	1	0	0	0	0	0	0	0	9
2:00 AM	0	2	6	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	2	6	0	1	1	0	0	0	0	0	0	0	10
5:00 AM	0	8	12	0	2	1	0	0	0	0	0	0	1	24
6:00 AM	3	24	44	0	3	4	0	0	0	1	0	0	1	80
7:00 AM	11	73	90	0	1	7	0	1	1	2	0	0	4	190
8:00 AM	8	101	113	0	2	13	0	0	2	4	0	0	4	247
9:00 AM	9	78	123	0	2	12	0	0	2	3	0	0	3	232
10:00 AM	13	96	160	0	2	19	0	0	2	3	0	0	6	301
11:00 AM	16	125	185	0	3	22	0	0	2	7	0	0	6	366
12:00 PM	22	153	209	0	2	30	0	0	2	4	0	0	8	430
1:00 PM	22	161	214	0	3	31	0	0	3	5	0	0	8	447
2:00 PM	20	166	239	0	3	28	0	0	3	6	0	0	10	475
3:00 PM	29	207	274	0	4	41	0	0	3	7	0	0	13	578
4:00 PM	26	229	307	0	3	44	0	0	3	7	0	0	14	633
5:00 PM	27	265	362	0	4	48	0	1	4	8	0	0	13	732
6:00 PM	9	200	265	0	4	41	0	0	2	3	0	0	9	533
7:00 PM	9	109	174	0	2	24	0	0	1	2	0	0	2	323
8:00 PM	4	63	108	0	1	17	0	0	0	1	0	0	2	196
9:00 PM	1	36	69	0	2	9	0	0	0	0	0	0	1	118
10:00 PM	0	20	39	0	0	6	0	0	0	0	0	0	0	65
11:00 PM	0	8	16	0	1	2	0	0	0	0	0	0	0	27
Total	229	2,137	3,039	0	45	402	0	2	30	63	0	0	105	6,052
Percent	3.8%	35.3%	50.2%	0.0%	0.7%	6.6%	0.0%	0.0%	0.5%	1.0%	0.0%	0.0%	1.7%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
1:00 AM	0	4	2	1	3	0	0	0	0	0	0	0	0	10
2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
4:00 AM	0	16	9	0	3	0	0	0	0	0	0	0	0	28
5:00 AM	0	62	29	1	27	0	0	0	0	0	0	0	0	119
6:00 AM	1	156	76	0	112	2	0	0	1	0	0	0	0	348
7:00 AM	2	414	139	3	156	1	0	0	1	0	0	0	0	716
8:00 AM	0	422	174	3	139	1	0	1	1	0	0	0	0	740
9:00 AM	0	259	103	2	83	0	0	0	1	0	0	0	0	448
10:00 AM	3	251	88	3	83	2	0	0	1	0	0	0	0	431
11:00 AM	1	246	96	0	86	1	0	2	1	0	0	0	0	434
12:00 PM	0	316	100	1	82	1	0	0	1	0	0	0	0	502
1:00 PM	1	301	88	2	76	2	0	0	1	0	0	0	0	472
2:00 PM	1	290	95	2	72	1	0	1	1	0	0	0	0	464
3:00 PM	1	348	108	1	68	1	0	0	1	0	0	0	0	529
4:00 PM	1	373	88	1	61	1	0	1	0	0	0	0	0	526
5:00 PM	2	399	77	2	66	0	0	0	0	0	0	0	0	546
6:00 PM	2	260	64	0	46	0	0	0	0	0	0	0	0	372
7:00 PM	1	177	51	1	40	0	0	0	1	0	0	0	0	271
8:00 PM	0	93	37	2	21	0	0	0	0	0	0	0	0	153
9:00 PM	0	56	17	1	13	0	0	0	0	0	0	0	0	88
10:00 PM	0	27	9	2	11	0	0	0	0	0	0	0	0	49
11:00 PM	0	11	5	1	3	0	0	0	0	0	0	0	0	20
Total	17	4,505	1,462	29	1,254	12	0	6	13	0	0	0	0	7,298
Percent	0.2%	61.7%	20.0%	0.4%	17.2%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	13	0	0	1	0	0	0	0	0	0	0	19
1:00 AM	1	2	3	0	0	1	0	0	0	0	0	0	0	7
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	3	7	0	2	0	0	0	0	0	0	0	0	12
5:00 AM	1	8	12	0	2	2	0	0	0	0	0	0	0	25
6:00 AM	2	28	52	0	2	6	0	0	0	1	0	0	2	94
7:00 AM	14	93	108	0	1	10	0	1	2	3	0	0	4	236
8:00 AM	13	129	136	0	2	16	0	0	3	5	0	0	4	309
9:00 AM	12	87	132	0	3	14	0	1	4	4	0	0	3	259
10:00 AM	20	90	160	0	3	17	0	0	1	2	0	0	6	299
11:00 AM	16	101	190	0	3	17	0	0	3	6	0	0	7	343
12:00 PM	21	141	207	0	2	26	0	0	1	4	0	0	9	412
1:00 PM	17	155	234	0	3	31	0	0	2	5	0	0	8	456
2:00 PM	17	151	235	0	5	26	0	0	3	7	0	0	11	456
3:00 PM	24	208	291	0	4	45	0	0	2	7	0	0	14	595
4:00 PM	24	251	332	0	5	48	0	0	3	8	0	0	17	687
5:00 PM	30	294	440	0	4	57	0	0	3	11	0	0	19	859
6:00 PM	9	206	345	0	7	44	0	0	3	5	0	0	10	628
7:00 PM	13	106	203	0	1	20	0	0	1	3	0	0	2	351
8:00 PM	4	55	121	0	0	15	0	0	0	1	0	0	2	199
9:00 PM	1	32	68	0	2	5	0	0	0	0	0	0	1	109
10:00 PM	0	14	31	0	1	3	0	0	0	0	0	0	0	50
11:00 PM	0	7	12	0	1	0	0	0	0	0	0	0	0	20
Total	236	2,166	3,339	1	52	405	0	4	32	73	0	2	121	6,433
Percent	3.7%	33.7%	51.9%	0.0%	0.8%	6.3%	0.0%	0.1%	0.5%	1.1%	0.0%	0.0%	1.9%	

Vehicle Speed Report Summary

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 09

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	2	3	68	852	8,183	21,530	15,248	3,132	343	39	8	0	1	0	0	0	0	49,409
Percent	0.0%	0.0%	0.1%	1.7%	16.6%	43.6%	30.9%	6.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	3	6	69	1,728	15,774	18,996	5,136	642	63	5	1	2	0	0	0	0	0	42,425
Percent	0.0%	0.0%	0.2%	4.1%	37.2%	44.8%	12.1%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	5	9	137	2,580	23,957	40,526	20,384	3,774	406	44	9	2	1	0	0	0	0	91,834
Percent	0.0%	0.0%	0.1%	2.8%	26.1%	44.1%	22.2%	4.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	33.7	mph		Mean (Average) Speed	33.8	mph	
85th Percentile	38.1	mph		10 mph Pace	28.7 - 38.7	mph	
95th Percentile	40.9	mph		Percent in Pace	76.6	%	
Westbound				Westbound			
50th Percentile (Median)	30.8	mph		Mean (Average) Speed	31.0	mph	
85th Percentile	34.8	mph		10 mph Pace	26.1 - 36.1	mph	
95th Percentile	37.6	mph		Percent in Pace	82.5	%	

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09



Saturday, September 17, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	6	9	6	2	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	0	1	0	9	5	0	2	0	0	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	0	3	7	2	1	2	0	0	0	0	0	0	0	0	15
3:00 AM	0	0	0	0	2	8	5	2	0	0	0	0	0	0	0	0	0	17
4:00 AM	0	0	0	2	4	7	3	1	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	0	0	1	7	17	15	6	0	1	0	0	0	0	0	0	0	47
6:00 AM	0	0	0	2	15	34	35	9	3	2	0	0	0	0	0	0	0	100
7:00 AM	0	0	1	2	31	82	68	29	2	0	1	0	0	0	0	0	0	216
8:00 AM	0	0	0	2	46	91	92	32	1	1	0	0	0	0	0	0	0	265
9:00 AM	0	0	0	6	67	145	96	30	4	0	0	0	0	0	0	0	0	348
10:00 AM	0	0	0	1	38	176	166	24	5	0	0	0	0	0	0	0	0	410
11:00 AM	0	0	0	2	62	202	180	31	4	1	0	0	0	0	0	0	0	482
12:00 PM	0	0	0	3	68	224	205	45	1	0	0	0	0	0	0	0	0	546
1:00 PM	0	0	0	11	62	236	192	42	5	0	0	0	0	0	0	0	0	548
2:00 PM	0	0	0	1	52	209	173	45	6	1	0	0	0	0	0	0	0	487
3:00 PM	0	0	0	3	35	173	168	37	2	1	0	0	0	0	0	0	0	419
4:00 PM	0	0	1	5	52	156	189	50	8	0	0	0	0	0	0	0	0	461
5:00 PM	0	0	0	1	44	153	175	48	10	0	0	0	0	0	0	0	0	431
6:00 PM	0	0	0	8	52	139	130	49	6	0	0	0	0	0	0	0	0	384
7:00 PM	0	0	0	9	39	111	72	16	3	0	0	0	0	0	0	0	0	250
8:00 PM	0	0	0	3	25	89	54	7	1	0	0	0	0	0	0	0	0	179
9:00 PM	0	0	0	3	23	52	32	8	0	0	0	0	0	0	0	0	0	118
10:00 PM	0	0	0	2	18	21	27	5	1	1	0	0	0	0	0	0	0	75
11:00 PM	0	0	1	3	9	16	11	3	0	0	0	0	0	0	0	0	0	43
Total	0	0	5	70	769	2,362	2,096	524	64	8	1	0	0	0	0	0	0	5,899
Percent	0.0%	0.0%	0.1%	1.2%	13.0%	40.0%	35.5%	8.9%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.6	mph	Mean (Average) Speed	34.6	mph
85th Percentile	38.9	mph	10 mph Pace	29.8 - 39.8	mph
95th Percentile	41.9	mph	Percent in Pace	75.6	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09



Saturday, September 17, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	17	8	1	0	1	0	0	0	0	0	0	0	0	29
1:00 AM	0	0	0	4	5	4	1	0	0	0	0	0	0	0	0	0	0	14
2:00 AM	0	0	0	2	5	11	3	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	1	0	2	2	2	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	1	13	8	4	1	0	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	0	8	20	26	6	0	0	0	0	0	0	0	0	0	0	60
7:00 AM	0	0	0	1	34	39	17	6	0	0	0	0	0	0	0	0	0	97
8:00 AM	0	0	1	8	52	60	23	8	2	1	0	0	0	0	0	0	0	155
9:00 AM	0	0	0	3	66	109	27	7	1	0	0	0	0	0	0	0	0	213
10:00 AM	0	0	0	12	114	141	36	3	0	1	0	0	0	0	0	0	0	307
11:00 AM	0	0	0	3	148	170	57	8	1	0	0	0	0	0	0	0	0	387
12:00 PM	0	0	0	8	130	257	63	10	0	0	0	0	0	0	0	0	0	468
1:00 PM	0	0	0	15	115	220	84	10	1	0	0	1	0	0	0	0	0	446
2:00 PM	0	0	0	6	115	250	82	16	1	0	0	0	0	0	0	0	0	470
3:00 PM	0	0	0	7	147	203	81	12	0	0	0	0	0	0	0	0	0	450
4:00 PM	0	0	0	3	114	203	94	10	4	0	0	0	0	0	0	0	0	428
5:00 PM	0	0	0	7	145	198	58	13	0	0	0	0	0	0	0	0	0	421
6:00 PM	0	0	0	13	102	180	70	10	1	0	0	0	0	0	0	0	0	376
7:00 PM	0	0	0	19	115	116	44	6	0	0	0	0	0	0	0	0	0	300
8:00 PM	0	0	0	12	73	102	32	4	0	0	0	0	0	0	0	0	0	223
9:00 PM	0	0	1	3	60	59	20	2	0	0	0	0	0	0	0	0	0	145
10:00 PM	0	0	0	2	24	33	14	4	1	0	0	0	0	0	0	0	0	78
11:00 PM	0	0	1	2	10	27	4	1	1	0	0	0	0	0	0	0	0	46
Total	0	0	5	142	1,628	2,427	825	131	14	2	0	1	0	0	0	0	0	5,175
Percent	0.0%	0.0%	0.1%	2.7%	31.5%	46.9%	15.9%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.4	mph	Mean (Average) Speed	31.7	mph
85th Percentile	35.8	mph	10 mph Pace	26.3 - 36.3	mph
95th Percentile	38.6	mph	Percent in Pace	81.06	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09



Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	8	11	9	2	2	0	0	0	0	0	0	0	0	35
1:00 AM	0	0	0	0	4	16	2	1	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	0	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	0	0	3	3	6	2	2	0	1	0	0	0	0	0	0	0	17
4:00 AM	0	0	0	1	6	3	4	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	2	5	14	3	2	2	1	0	0	0	0	0	0	0	29
6:00 AM	0	0	0	0	12	24	15	7	2	0	0	0	0	0	0	0	0	60
7:00 AM	0	0	0	4	12	39	39	12	2	1	0	0	0	0	0	0	0	109
8:00 AM	0	0	0	2	25	61	57	19	3	0	1	0	0	0	0	0	0	168
9:00 AM	0	0	0	2	31	120	86	24	2	0	0	0	0	0	0	0	0	265
10:00 AM	0	0	0	6	42	130	137	33	5	0	0	0	0	0	0	0	0	353
11:00 AM	0	0	0	12	50	174	168	41	4	0	0	0	0	0	0	0	0	449
12:00 PM	0	0	0	13	62	190	190	24	3	0	0	0	0	0	0	0	0	482
1:00 PM	0	0	0	1	47	172	176	50	7	1	0	0	0	0	0	0	0	454
2:00 PM	0	0	0	1	47	198	178	40	3	0	0	0	0	0	0	0	0	467
3:00 PM	0	0	0	3	43	179	195	38	10	0	1	0	0	0	0	0	0	469
4:00 PM	0	0	0	1	48	144	138	38	4	0	0	0	0	0	0	0	0	373
5:00 PM	0	0	0	0	40	137	174	32	3	0	0	0	0	0	0	0	0	386
6:00 PM	0	0	0	3	48	117	120	22	0	0	0	0	0	0	0	0	0	310
7:00 PM	0	0	0	4	54	104	51	8	0	1	0	0	0	0	0	0	0	222
8:00 PM	0	1	1	8	31	55	38	11	0	0	0	0	0	0	0	0	0	145
9:00 PM	0	0	0	3	30	41	19	5	1	0	0	0	0	0	0	0	0	99
10:00 PM	0	0	1	0	9	22	20	2	0	0	0	0	0	0	0	0	0	54
11:00 PM	0	0	0	0	12	12	4	1	0	0	0	0	0	0	0	0	0	29
Total	0	1	2	72	671	1,975	1,830	414	53	5	2	0	0	0	0	0	0	5,025
Percent	0.0%	0.0%	0.0%	1.4%	13.4%	39.3%	36.4%	8.2%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.6	mph	Mean (Average) Speed	34.5	mph
85th Percentile	38.8	mph	10 mph Pace	29.3 - 39.3	mph
95th Percentile	41.7	mph	Percent in Pace	75.8	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09



Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	8	14	9	1	1	1	0	0	0	0	0	0	0	0	35
1:00 AM	0	0	0	2	5	13	2	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	0	0	0	5	12	3	0	0	1	0	0	0	0	0	0	0	21
3:00 AM	0	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	1	5	4	3	1	1	0	0	0	0	0	0	0	0	15
6:00 AM	0	0	1	3	12	9	5	4	0	0	0	0	0	0	0	0	0	34
7:00 AM	0	0	0	3	23	22	7	0	0	0	0	0	0	0	0	0	0	55
8:00 AM	0	0	0	2	21	36	19	3	0	1	0	0	0	0	0	0	0	82
9:00 AM	0	0	0	5	55	77	31	6	2	0	0	0	0	0	0	0	0	176
10:00 AM	0	0	0	5	60	140	28	6	0	0	0	0	0	0	0	0	0	239
11:00 AM	0	0	0	10	98	133	52	2	0	0	0	0	0	0	0	0	0	295
12:00 PM	0	0	2	8	137	176	62	10	1	0	0	0	0	0	0	0	0	396
1:00 PM	0	0	0	8	140	216	57	6	0	0	0	0	0	0	0	0	0	427
2:00 PM	0	0	0	4	131	200	76	8	1	0	0	0	0	0	0	0	0	420
3:00 PM	0	0	0	20	134	178	76	4	0	0	0	0	0	0	0	0	0	412
4:00 PM	0	0	0	16	115	178	55	6	3	0	0	0	0	0	0	0	0	373
5:00 PM	0	0	0	12	119	170	55	5	0	0	0	0	0	0	0	0	0	361
6:00 PM	0	0	0	12	88	100	62	11	0	0	0	0	0	0	0	0	0	273
7:00 PM	0	0	0	8	88	101	28	4	0	0	0	0	0	0	0	0	0	229
8:00 PM	0	0	0	16	64	45	20	3	0	0	0	0	0	0	0	0	0	148
9:00 PM	0	0	0	1	31	33	9	2	0	0	0	0	0	0	0	0	0	76
10:00 PM	0	0	1	3	19	21	1	1	0	0	0	0	0	0	0	0	0	46
11:00 PM	0	0	0	2	11	6	0	0	1	0	0	0	0	0	0	0	0	20
Total	0	0	5	150	1,385	1,883	656	83	10	2	0	0	0	0	0	0	0	4,174
Percent	0.0%	0.0%	0.1%	3.6%	33.2%	45.1%	15.7%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.2	mph	Mean (Average) Speed	31.5	mph
85th Percentile	35.5	mph	10 mph Pace	26.3 - 36.3	mph
95th Percentile	38.5	mph	Percent in Pace	80.76	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 09

Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	5	3	5	1	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	2	5	4	2	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	0	0	1	1	0	4	2	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	2	8	4	1	1	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	0	1	5	10	2	5	0	0	0	0	0	0	0	0	0	23
5:00 AM	0	0	0	2	19	40	38	11	3	0	0	0	0	0	0	0	0	113
6:00 AM	0	0	1	4	49	129	111	21	3	1	0	0	0	0	0	0	0	319
7:00 AM	0	0	3	21	172	328	198	21	0	0	0	0	0	0	0	0	0	743
8:00 AM	0	0	2	14	132	329	222	43	2	0	0	0	0	0	0	0	0	744
9:00 AM	0	0	0	8	53	174	149	27	2	0	0	0	0	0	0	0	0	413
10:00 AM	0	0	0	8	77	192	138	35	3	1	1	0	0	0	0	0	0	455
11:00 AM	0	1	1	21	129	298	191	45	6	0	1	0	0	0	0	0	0	693
12:00 PM	0	0	1	7	171	296	203	36	2	0	0	0	0	0	0	0	0	716
1:00 PM	0	0	0	26	173	405	236	35	3	1	0	0	0	0	0	0	0	879
2:00 PM	0	0	5	13	126	304	232	36	4	1	0	0	0	0	0	0	0	721
3:00 PM	0	0	0	3	103	341	287	50	2	0	0	0	0	0	0	0	0	786
4:00 PM	0	0	0	10	70	295	248	39	3	1	0	0	0	0	0	0	0	666
5:00 PM	0	0	0	3	71	285	179	39	7	0	0	0	0	0	0	0	0	584
6:00 PM	0	0	0	5	52	193	147	36	1	0	0	0	0	0	0	0	0	434
7:00 PM	0	0	0	5	59	116	71	18	0	0	0	0	0	0	0	0	0	269
8:00 PM	0	0	0	0	30	56	54	8	2	0	0	0	0	0	0	0	0	150
9:00 PM	0	0	0	1	19	42	13	9	1	0	0	0	0	0	0	0	0	85
10:00 PM	0	0	0	2	7	21	8	2	1	0	0	0	0	0	0	0	0	41
11:00 PM	0	0	0	2	4	7	6	1	0	0	0	0	0	0	0	0	0	20
Total	0	1	13	159	1,534	3,876	2,748	521	46	5	2	0	0	0	0	0	0	8,905
Percent	0.0%	0.0%	0.1%	1.8%	17.2%	43.5%	30.9%	5.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.7	mph	Mean (Average) Speed	33.7	mph
85th Percentile	38.0	mph	10 mph Pace	29.0 - 39.0	mph
95th Percentile	40.6	mph	Percent in Pace	76.8	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 09



Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	10	1	2	2	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	2	8	9	1	2	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	0	0	2	24	46	9	2	3	0	0	0	0	0	0	0	0	86
7:00 AM	0	0	0	4	70	140	21	3	0	0	0	0	0	0	0	0	0	238
8:00 AM	0	0	3	5	94	125	53	10	0	0	0	0	0	0	0	0	0	290
9:00 AM	0	0	1	15	80	89	33	8	0	0	0	0	0	0	0	0	0	226
10:00 AM	0	0	0	13	130	133	46	4	0	0	0	0	0	0	0	0	0	326
11:00 AM	0	1	0	6	179	181	66	5	1	0	0	0	0	0	0	0	0	439
12:00 PM	0	0	0	15	186	185	43	2	1	0	0	0	0	0	0	0	0	432
1:00 PM	0	0	1	18	130	227	41	4	1	1	0	0	0	0	0	0	0	423
2:00 PM	0	0	0	20	215	290	71	5	0	0	0	0	0	0	0	0	0	601
3:00 PM	0	0	0	27	256	306	92	18	1	0	0	0	0	0	0	0	0	700
4:00 PM	0	0	0	20	287	404	103	11	0	0	0	0	0	0	0	0	0	825
5:00 PM	0	0	0	44	451	392	64	3	2	0	0	0	0	0	0	0	0	956
6:00 PM	0	0	2	22	276	254	63	6	0	0	0	0	0	0	0	0	0	623
7:00 PM	0	0	1	21	123	144	28	3	0	0	0	0	0	0	0	0	0	320
8:00 PM	0	0	0	11	76	60	20	3	1	0	0	0	0	0	0	0	0	171
9:00 PM	0	0	1	6	40	48	12	2	0	0	0	0	0	0	0	0	0	109
10:00 PM	0	0	1	1	19	17	4	3	0	0	0	0	0	0	0	0	0	45
11:00 PM	0	0	0	0	5	11	1	0	0	0	0	0	0	0	0	0	0	17
Total	0	1	11	254	2,670	3,069	782	97	10	1	0	0	0	0	0	0	0	6,895
Percent	0.0%	0.0%	0.2%	3.7%	38.7%	44.5%	11.3%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.6	mph	Mean (Average) Speed	30.9	mph
85th Percentile	34.6	mph	10 mph Pace	25.8 - 35.8	mph
95th Percentile	37.5	mph	Percent in Pace	83.9	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Tuesday, September 20, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	1	8	3	1	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	0	1	4	17	9	1	0	0	0	0	0	0	0	0	0	32
5:00 AM	0	0	0	3	11	50	39	13	2	1	0	0	0	0	0	0	0	119
6:00 AM	0	0	3	10	62	162	92	27	3	0	0	0	0	0	0	0	0	359
7:00 AM	0	0	0	25	249	327	122	17	0	0	0	0	0	0	0	0	0	740
8:00 AM	0	0	1	13	186	402	153	18	2	1	0	0	0	0	0	0	0	776
9:00 AM	0	0	0	5	54	201	155	26	2	0	0	0	0	0	0	0	0	443
10:00 AM	0	0	0	5	78	210	123	27	2	0	0	0	0	0	0	0	0	445
11:00 AM	0	0	0	6	94	183	118	21	6	0	0	0	0	0	0	0	0	428
12:00 PM	0	0	0	2	85	210	175	35	3	0	0	0	0	0	0	0	0	510
1:00 PM	0	0	0	17	78	229	117	25	4	0	0	0	0	0	0	0	0	470
2:00 PM	0	0	0	4	52	206	144	26	3	0	0	0	0	0	0	0	0	435
3:00 PM	1	0	0	9	93	254	150	23	3	0	0	0	0	0	0	0	0	533
4:00 PM	0	0	0	8	97	238	154	27	1	1	0	0	0	0	0	0	0	526
5:00 PM	0	0	1	10	73	271	209	19	0	1	0	0	0	0	0	0	0	584
6:00 PM	0	0	0	7	70	176	94	23	1	0	0	0	0	0	0	0	0	371
7:00 PM	0	0	1	24	62	118	59	12	1	0	0	0	0	0	0	0	0	277
8:00 PM	0	0	0	3	27	73	33	5	0	0	0	0	0	0	0	0	0	141
9:00 PM	0	0	0	4	13	47	12	6	0	0	0	0	0	0	0	0	0	82
10:00 PM	0	0	0	3	10	16	9	5	0	0	0	0	0	0	0	0	0	43
11:00 PM	0	0	0	1	8	9	2	1	0	0	0	0	0	0	0	0	0	21
Total	1	0	6	161	1,414	3,421	1,977	358	33	4	0	0	0	0	0	0	0	7,375
Percent	0.0%	0.0%	0.1%	2.2%	19.2%	46.4%	26.8%	4.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.1	mph	Mean (Average) Speed	33.2	mph
85th Percentile	37.2	mph	10 mph Pace	28.2 - 38.2	mph
95th Percentile	40.2	mph	Percent in Pace	78.4	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09



Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	12	4	1	1	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	3	9	9	0	2	0	0	0	0	0	0	0	0	0	23
6:00 AM	0	0	0	4	45	40	11	1	0	0	0	0	0	0	0	0	0	101
7:00 AM	0	0	1	4	89	109	13	2	0	0	0	0	0	0	0	0	0	218
8:00 AM	0	0	0	11	124	137	27	8	1	0	0	0	0	0	0	0	0	308
9:00 AM	0	0	0	7	65	149	48	4	0	0	0	0	0	0	0	0	0	273
10:00 AM	0	0	0	13	114	134	33	2	0	0	0	0	0	0	0	0	0	296
11:00 AM	0	0	0	7	148	146	56	4	0	0	0	0	0	0	0	0	0	361
12:00 PM	0	0	1	25	147	201	34	5	1	0	0	0	0	0	0	0	0	414
1:00 PM	0	0	0	24	155	178	55	2	1	0	0	0	0	0	0	0	0	415
2:00 PM	0	0	0	25	159	161	47	6	0	0	0	0	0	0	0	0	0	398
3:00 PM	0	0	1	33	275	224	63	6	1	0	0	0	0	0	0	0	0	603
4:00 PM	0	0	2	20	313	304	54	3	0	0	0	0	0	0	0	0	0	696
5:00 PM	0	0	0	36	415	347	47	2	0	0	0	0	0	0	0	0	0	847
6:00 PM	0	0	1	31	301	304	52	7	0	0	0	0	0	0	0	0	0	696
7:00 PM	0	0	1	24	180	136	22	2	0	0	0	0	0	0	0	0	0	365
8:00 PM	0	0	0	13	90	78	10	3	0	0	0	0	0	0	0	0	0	194
9:00 PM	0	0	4	7	41	32	10	4	0	0	0	0	0	0	0	0	0	98
10:00 PM	0	0	0	5	16	14	14	2	0	0	0	0	0	0	0	0	0	51
11:00 PM	0	0	0	2	7	4	2	0	0	0	0	0	0	0	0	0	0	15
Total	0	1	11	300	2,713	2,717	600	66	4	0	0	0	0	0	0	0	0	6,412
Percent	0.0%	0.0%	0.2%	4.7%	42.3%	42.4%	9.4%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.2	mph	Mean (Average) Speed	30.5	mph
85th Percentile	34.1	mph	10 mph Pace	25.4 - 35.4	mph
95th Percentile	36.8	mph	Percent in Pace	84.67	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09



Wednesday, September 21, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	1	3	0	1	1	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	4	6	2	0	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	0	0	0	6	12	7	2	0	1	0	0	0	0	0	0	0	28
5:00 AM	0	0	0	2	11	44	46	17	3	1	0	0	0	0	0	0	0	124
6:00 AM	0	0	0	0	47	143	125	28	7	1	0	0	0	0	0	0	0	351
7:00 AM	0	0	5	20	150	365	163	26	2	0	0	0	0	0	0	0	0	731
8:00 AM	0	0	0	8	130	367	187	26	6	0	0	0	0	0	0	0	0	724
9:00 AM	0	0	1	7	90	188	123	33	4	0	0	0	0	0	0	0	0	446
10:00 AM	0	0	1	9	96	194	108	19	3	1	0	0	0	0	0	0	0	431
11:00 AM	0	0	1	12	92	197	125	21	2	0	0	0	0	0	0	0	0	450
12:00 PM	0	0	0	7	100	230	123	19	3	0	0	0	0	0	0	0	0	482
1:00 PM	0	0	0	10	89	233	160	26	1	0	0	0	0	0	0	0	0	519
2:00 PM	0	0	5	16	77	234	136	30	3	0	0	0	0	0	0	0	0	501
3:00 PM	0	0	2	4	82	220	154	28	4	0	0	0	0	0	0	0	0	494
4:00 PM	0	0	0	2	76	242	157	31	1	1	0	0	0	0	0	0	0	510
5:00 PM	0	0	0	9	83	235	171	25	1	0	1	0	0	0	0	0	0	525
6:00 PM	0	0	1	13	83	159	111	12	1	1	0	0	0	0	0	0	0	381
7:00 PM	0	0	0	3	49	126	62	14	3	0	0	0	0	0	0	0	0	257
8:00 PM	1	0	0	3	16	43	30	6	0	2	0	0	0	0	0	0	0	101
9:00 PM	0	0	0	2	24	38	11	7	0	0	0	0	0	0	0	0	0	82
10:00 PM	0	0	0	1	12	17	17	0	3	0	0	0	0	0	0	0	0	50
11:00 PM	0	0	0	1	3	10	5	1	0	0	0	0	0	0	0	0	0	20
Total	1	0	16	130	1,328	3,308	2,028	376	47	8	1	0	0	0	0	0	0	7,243
Percent	0.0%	0.0%	0.2%	1.8%	18.3%	45.7%	28.0%	5.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.3	mph	Mean (Average) Speed	33.4	mph
85th Percentile	37.7	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	40.4	mph	Percent in Pace	77.8	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09



Wednesday, September 21, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	7	5	1	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	5	5	2	0	1	0	0	0	0	0	0	0	0	13
5:00 AM	0	0	0	2	12	12	2	1	0	0	0	0	0	0	0	0	0	29
6:00 AM	0	0	0	5	26	48	13	5	0	0	0	0	0	0	0	0	0	97
7:00 AM	0	0	0	10	89	115	35	1	3	0	0	0	0	0	0	0	0	253
8:00 AM	0	0	1	18	67	162	64	6	0	0	0	0	0	0	0	0	0	318
9:00 AM	0	0	4	10	71	125	31	8	0	0	0	0	0	0	0	0	0	249
10:00 AM	3	0	2	18	115	132	34	3	0	0	0	0	0	0	0	0	0	307
11:00 AM	0	0	0	15	186	116	27	3	1	0	0	0	0	0	0	0	0	348
12:00 PM	0	0	0	24	163	157	44	2	0	0	0	0	0	0	0	0	0	390
1:00 PM	0	0	1	17	185	256	50	7	0	0	0	0	0	0	0	0	0	516
2:00 PM	0	0	0	32	215	204	56	1	0	0	0	0	0	0	0	0	0	508
3:00 PM	0	0	0	24	218	280	45	5	1	0	0	0	0	0	0	0	0	573
4:00 PM	0	0	2	20	239	300	60	7	0	0	0	0	0	0	0	0	0	628
5:00 PM	0	0	1	30	369	429	47	1	0	0	1	0	0	0	0	0	0	878
6:00 PM	0	0	1	41	260	278	36	2	0	0	0	0	0	0	0	0	0	618
7:00 PM	0	0	1	33	161	129	31	3	0	0	0	0	0	0	0	0	0	358
8:00 PM	0	0	0	10	65	83	18	3	0	0	0	0	0	0	0	0	0	179
9:00 PM	0	0	1	5	38	28	15	1	1	0	0	0	0	0	0	0	0	89
10:00 PM	0	0	0	1	16	21	6	1	0	0	0	0	0	0	0	0	0	45
11:00 PM	0	0	0	1	5	11	4	3	0	0	0	0	0	0	0	0	0	24
Total	3	0	14	319	2,519	2,900	623	63	7	0	1	0	0	0	0	0	0	6,449
Percent	0.0%	0.0%	0.2%	4.9%	39.1%	45.0%	9.7%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.4	mph	Mean (Average) Speed	30.6	mph
85th Percentile	34.1	mph	10 mph Pace	25.4 - 35.4	mph
95th Percentile	36.8	mph	Percent in Pace	84.2	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 09



Thursday, September 22, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	7	3	3	2	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	1	1	5	4	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	4	10	4	3	0	0	0	0	0	0	0	0	0	21
4:00 AM	0	0	0	2	3	14	6	0	0	0	0	0	0	0	0	0	0	25
5:00 AM	0	0	0	0	21	36	41	11	4	0	0	0	0	0	0	0	0	113
6:00 AM	0	0	1	7	52	142	92	32	9	0	0	0	0	0	0	0	0	335
7:00 AM	0	0	0	5	166	296	177	29	3	0	0	0	0	0	0	0	0	676
8:00 AM	0	0	0	17	165	343	171	22	1	1	0	0	0	0	0	0	0	720
9:00 AM	0	0	2	6	104	198	131	13	2	0	0	0	0	0	0	0	0	456
10:00 AM	0	0	1	10	83	200	106	15	2	0	0	0	0	0	0	0	0	417
11:00 AM	0	0	0	6	78	162	144	32	2	0	0	0	0	0	0	0	0	424
12:00 PM	0	0	1	14	87	235	143	32	3	0	0	0	0	0	0	0	0	515
1:00 PM	0	0	0	3	41	232	125	22	2	1	0	0	0	0	0	0	0	426
2:00 PM	0	0	3	18	65	182	150	36	2	0	0	0	0	0	0	0	0	456
3:00 PM	0	0	1	3	71	278	172	31	3	0	0	0	0	0	0	0	0	559
4:00 PM	0	0	0	5	94	238	181	22	3	0	0	0	0	0	0	0	0	543
5:00 PM	0	0	0	6	37	240	210	34	3	0	0	0	0	0	0	0	0	530
6:00 PM	0	0	0	0	37	174	121	26	4	1	0	0	0	0	0	0	0	363
7:00 PM	0	0	0	8	54	121	81	13	1	1	0	0	0	0	0	0	0	279
8:00 PM	0	0	1	6	41	108	48	9	2	0	1	0	0	0	0	0	0	216
9:00 PM	0	0	0	0	17	54	24	4	0	0	0	0	0	0	0	0	0	99
10:00 PM	0	0	0	3	16	22	11	2	0	0	0	0	0	0	0	0	0	54
11:00 PM	0	0	0	1	4	9	2	2	0	0	0	0	0	0	0	0	0	18
Total	0	0	10	121	1,249	3,305	2,148	392	47	4	1	0	0	0	0	0	0	7,277
Percent	0.0%	0.0%	0.1%	1.7%	17.2%	45.4%	29.5%	5.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.4	mph	Mean (Average) Speed	33.6	mph
85th Percentile	37.8	mph	10 mph Pace	28.5 - 38.5	mph
95th Percentile	40.5	mph	Percent in Pace	78.4	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 09



Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	12	10	1	0	0	0	0	0	0	0	0	0	0	26
1:00 AM	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	1	7	2	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	2	10	9	2	0	1	0	0	0	0	0	0	0	0	24
6:00 AM	0	0	0	3	20	42	16	3	0	0	0	0	0	0	0	0	0	84
7:00 AM	0	0	1	13	67	123	28	3	1	0	0	1	0	0	0	0	0	237
8:00 AM	0	0	0	10	107	145	30	8	0	0	0	0	0	0	0	0	0	300
9:00 AM	0	0	1	21	106	95	28	5	0	0	0	0	0	0	0	0	0	256
10:00 AM	0	0	0	19	110	120	39	6	0	0	0	0	0	0	0	0	0	294
11:00 AM	0	0	0	23	102	150	41	5	0	0	0	0	0	0	0	0	0	321
12:00 PM	0	0	2	31	145	194	55	4	0	0	0	0	0	0	0	0	0	431
1:00 PM	0	0	5	14	167	205	42	4	0	0	0	0	0	0	0	0	0	437
2:00 PM	0	0	0	18	198	183	57	7	0	0	0	0	0	0	0	0	0	463
3:00 PM	0	0	0	35	200	287	80	5	1	0	0	0	0	0	0	0	0	608
4:00 PM	0	0	0	16	273	378	58	13	0	0	0	0	0	0	0	0	0	738
5:00 PM	0	0	0	12	348	376	108	7	1	0	0	0	0	0	0	0	0	852
6:00 PM	0	0	4	33	210	242	74	7	1	0	0	0	0	0	0	0	0	571
7:00 PM	0	0	0	10	127	149	37	6	0	0	0	0	0	0	0	0	0	329
8:00 PM	0	0	2	7	73	95	43	3	0	0	0	0	0	0	0	0	0	223
9:00 PM	0	0	1	4	50	67	15	2	1	0	0	0	0	0	0	0	0	140
10:00 PM	0	0	1	3	14	18	14	2	1	0	0	0	0	0	0	0	0	53
11:00 PM	0	0	0	0	15	2	4	1	0	0	0	0	0	0	0	0	0	22
Total	0	0	17	282	2,367	2,898	775	91	8	0	0	1	0	0	0	0	0	6,439
Percent	0.0%	0.0%	0.3%	4.4%	36.8%	45.0%	12.0%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.8	mph	Mean (Average) Speed	30.9	mph
85th Percentile	34.7	mph	10 mph Pace	25.6 - 35.6	mph
95th Percentile	37.5	mph	Percent in Pace	82.34	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 09



Friday, September 23, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	10	7	2	0	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	0	0	0	0	3	3	0	0	0	0	0	1	0	0	0	0	7
2:00 AM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	9	4	4	2	0	0	0	0	0	0	0	0	0	19
4:00 AM	0	0	0	1	4	9	5	3	1	0	0	0	0	0	0	0	0	23
5:00 AM	0	0	0	3	20	47	18	10	1	1	0	0	0	0	0	0	0	100
6:00 AM	0	0	0	5	56	123	103	22	4	0	0	0	0	0	0	0	0	313
7:00 AM	0	0	0	5	99	289	149	49	3	1	0	0	0	0	0	0	0	595
8:00 AM	0	0	0	7	62	256	169	32	2	0	0	0	0	0	0	0	0	528
9:00 AM	0	0	0	4	77	197	165	47	7	0	0	0	0	0	0	0	0	497
10:00 AM	0	1	4	52	173	216	128	37	1	0	0	0	0	0	0	0	0	612
11:00 AM	0	0	1	13	85	218	154	34	2	0	0	0	0	0	0	0	0	507
12:00 PM	0	0	0	4	85	249	145	24	3	1	0	0	0	0	0	0	0	511
1:00 PM	0	0	7	5	60	254	146	28	5	0	0	0	0	0	0	0	0	505
2:00 PM	0	0	3	10	64	201	185	45	3	1	0	0	0	0	0	0	0	512
3:00 PM	0	0	0	0	54	256	223	42	6	0	0	0	0	0	0	0	0	581
4:00 PM	0	0	0	5	47	170	240	49	6	1	0	0	0	0	0	0	0	518
5:00 PM	0	0	0	2	61	250	225	46	2	0	0	0	0	0	0	0	0	586
6:00 PM	0	0	1	9	81	210	166	42	2	0	0	0	0	0	0	0	0	511
7:00 PM	0	0	0	8	77	140	85	14	3	0	0	0	0	0	0	0	0	327
8:00 PM	0	0	0	2	30	85	51	10	1	0	1	0	0	0	0	0	0	180
9:00 PM	0	0	0	1	28	56	31	6	0	0	0	0	0	0	0	0	0	122
10:00 PM	0	0	0	1	27	29	20	4	0	0	0	0	0	0	0	0	0	81
11:00 PM	0	0	0	0	8	12	4	1	1	0	0	0	0	0	0	0	0	26
Total	0	1	16	139	1,218	3,283	2,421	547	53	5	1	0	1	0	0	0	0	7,685
Percent	0.0%	0.0%	0.2%	1.8%	15.8%	42.7%	31.5%	7.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.9	mph	Mean (Average) Speed	33.9	mph
85th Percentile	38.3	mph	10 mph Pace	28.7 - 38.7	mph
95th Percentile	41.2	mph	Percent in Pace	75.7	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 09

Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	13	6	1	0	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	2	2	6	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	5	13	6	2	1	0	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	1	5	27	57	8	1	2	0	0	0	0	0	0	0	0	101
7:00 AM	0	0	0	8	85	108	18	2	1	0	0	0	0	0	0	0	0	222
8:00 AM	0	0	0	12	107	115	36	11	0	0	0	0	0	0	0	0	0	281
9:00 AM	0	0	0	8	83	102	33	6	0	0	0	0	0	0	0	0	0	232
10:00 AM	0	1	0	21	133	134	39	4	0	0	0	0	0	0	0	0	0	332
11:00 AM	0	0	0	15	167	178	50	5	0	0	0	0	0	0	0	0	0	415
12:00 PM	0	0	0	35	192	193	56	4	0	0	0	0	0	0	0	0	0	480
1:00 PM	0	0	1	14	148	247	49	12	0	0	0	0	0	0	0	0	0	471
2:00 PM	0	0	1	28	201	170	60	7	0	0	0	0	0	0	0	0	0	467
3:00 PM	0	1	1	18	229	339	103	6	1	0	0	0	0	0	0	0	0	698
4:00 PM	0	0	0	24	254	353	102	11	3	0	0	0	0	0	0	0	0	747
5:00 PM	0	2	0	12	286	400	106	5	1	0	0	0	0	0	0	0	0	812
6:00 PM	0	0	0	10	169	288	97	16	0	0	0	0	0	0	0	0	0	580
7:00 PM	0	0	0	21	125	149	44	12	2	0	0	0	0	0	0	0	0	353
8:00 PM	0	0	0	10	87	114	29	4	0	0	0	0	0	0	0	0	0	244
9:00 PM	0	0	0	9	77	75	16	1	0	0	0	0	0	0	0	0	0	178
10:00 PM	0	0	1	16	69	40	19	3	0	0	0	0	0	0	0	0	0	148
11:00 PM	0	0	0	2	19	17	6	0	0	0	0	0	0	0	0	0	0	44
Total	0	4	6	281	2,492	3,102	875	111	10	0	0	0	0	0	0	0	0	6,881
Percent	0.0%	0.1%	0.1%	4.1%	36.2%	45.1%	12.7%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.9	mph	Mean (Average) Speed	31	mph
85th Percentile	34.9	mph	10 mph Pace	26.1 - 36.1	mph
95th Percentile	37.6	mph	Percent in Pace	81.83	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	6	6	4	1	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	1	4	6	2	1	0	0	0	0	0	0	0	0	0	14
2:00 AM	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	0	4	7	3	2	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	0	1	5	10	5	2	0	0	0	0	0	0	0	0	0	23
5:00 AM	0	0	0	2	13	35	29	10	2	1	0	0	0	0	0	0	0	92
6:00 AM	0	0	1	4	42	108	82	21	4	1	0	0	0	0	0	0	0	263
7:00 AM	0	0	1	12	126	247	131	26	2	0	0	0	0	0	0	0	0	545
8:00 AM	0	0	0	9	107	264	150	27	2	0	0	0	0	0	0	0	0	559
9:00 AM	0	0	0	5	68	175	129	29	3	0	0	0	0	0	0	0	0	409
10:00 AM	0	0	1	13	84	188	129	27	3	0	0	0	0	0	0	0	0	445
11:00 AM	0	0	0	10	84	205	154	32	4	0	0	0	0	0	0	0	0	489
12:00 PM	0	0	0	7	94	233	169	31	3	0	0	0	0	0	0	0	0	537
1:00 PM	0	0	1	10	79	252	165	33	4	0	0	0	0	0	0	0	0	544
2:00 PM	0	0	2	9	69	219	171	37	3	0	0	0	0	0	0	0	0	510
3:00 PM	0	0	0	4	69	243	193	36	4	0	0	0	0	0	0	0	0	549
4:00 PM	0	0	0	5	69	212	187	37	4	1	0	0	0	0	0	0	0	515
5:00 PM	0	0	0	4	58	224	192	35	4	0	0	0	0	0	0	0	0	517
6:00 PM	0	0	0	6	60	167	127	30	2	0	0	0	0	0	0	0	0	392
7:00 PM	0	0	0	9	56	119	69	14	2	0	0	0	0	0	0	0	0	269
8:00 PM	0	0	0	4	29	73	44	8	1	0	0	0	0	0	0	0	0	159
9:00 PM	0	0	0	2	22	47	20	6	0	0	0	0	0	0	0	0	0	97
10:00 PM	0	0	0	2	14	21	16	3	1	0	0	0	0	0	0	0	0	57
11:00 PM	0	0	0	1	7	11	5	1	0	0	0	0	0	0	0	0	0	25
Total	0	0	6	121	1,171	3,075	2,178	450	48	3	0	0	0	0	0	0	0	7,052
Percent	0.0%	0.0%	0.1%	1.7%	16.6%	43.6%	30.9%	6.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	33.7	mph	Mean (Average) Speed	33.8	mph
85th Percentile	38.1	mph	10 mph Pace	28.7 - 38.7	mph
95th Percentile	40.9	mph	Percent in Pace	76.6	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
Date Range: 9/17/2022 to 9/23/2022
Site Code: 09

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	12	6	1	1	0	0	0	0	0	0	0	0	0	23
1:00 AM	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	2	10	8	2	1	0	0	0	0	0	0	0	0	0	23
6:00 AM	0	0	0	4	25	38	10	2	1	0	0	0	0	0	0	0	0	80
7:00 AM	0	0	0	6	65	94	20	2	1	0	0	0	0	0	0	0	0	188
8:00 AM	0	0	1	9	82	111	36	8	0	0	0	0	0	0	0	0	0	247
9:00 AM	0	0	1	10	75	107	33	6	0	0	0	0	0	0	0	0	0	232
10:00 AM	0	0	0	14	111	133	36	4	0	0	0	0	0	0	0	0	0	298
11:00 AM	0	0	0	11	147	153	50	5	0	0	0	0	0	0	0	0	0	366
12:00 PM	0	0	1	21	157	195	51	5	0	0	0	0	0	0	0	0	0	430
1:00 PM	0	0	1	16	149	221	54	6	0	0	0	0	0	0	0	0	0	447
2:00 PM	0	0	0	19	176	208	64	7	0	0	0	0	0	0	0	0	0	474
3:00 PM	0	0	0	23	208	260	77	8	1	0	0	0	0	0	0	0	0	577
4:00 PM	0	0	1	17	228	303	75	9	1	0	0	0	0	0	0	0	0	634
5:00 PM	0	0	0	22	305	330	69	5	1	0	0	0	0	0	0	0	0	732
6:00 PM	0	0	1	23	201	235	65	8	0	0	0	0	0	0	0	0	0	533
7:00 PM	0	0	0	19	131	132	33	5	0	0	0	0	0	0	0	0	0	320
8:00 PM	0	0	0	11	75	82	25	3	0	0	0	0	0	0	0	0	0	196
9:00 PM	0	0	1	5	48	49	14	2	0	0	0	0	0	0	0	0	0	119
10:00 PM	0	0	1	4	25	23	10	2	0	0	0	0	0	0	0	0	0	65
11:00 PM	0	0	0	1	10	11	3	1	0	0	0	0	0	0	0	0	0	26
Total	0	0	9	243	2,253	2,712	734	90	5	0	0	0	0	0	0	0	0	6,046
Percent	0.0%	0.0%	0.1%	4.0%	37.3%	44.9%	12.1%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	30.8	mph	Mean (Average) Speed	31.0	mph
85th Percentile	34.8	mph	10 mph Pace	26.1 - 36.1	mph
95th Percentile	37.6	mph	Percent in Pace	82.5	%

Location: Midland Ave BTWN W Wulfsohn & Devereux Rd
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 09

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	24	29	53	35	35	70	14	17	31	12	18	30	7	14	21	15	26	41	19	24	43	11	19	31
1:00 AM	17	14	31	23	22	45	13	7	20	9	6	15	11	9	20	11	6	17	7	3	10	10	7	17
2:00 AM	15	21	36	13	21	34	8	6	14	6	2	8	6	2	8	6	4	10	5	6	11	6	3	9
3:00 AM	17	7	24	17	10	27	16	6	22	13	3	16	12	4	16	21	9	30	19	6	25	15	5	21
4:00 AM	17	7	24	14	9	23	23	10	33	32	11	43	28	13	41	25	11	36	23	10	33	28	12	40
5:00 AM	47	27	74	29	15	44	113	22	135	119	23	142	124	29	153	113	24	137	100	27	127	119	25	144
6:00 AM	100	60	160	60	34	94	319	86	405	359	101	460	351	97	448	335	84	419	313	101	414	348	94	442
7:00 AM	216	97	313	109	55	164	743	238	981	740	218	958	731	253	984	676	237	913	595	222	817	716	236	952
8:00 AM	265	155	420	168	82	250	744	290	1,034	776	308	1,084	724	318	1,042	720	300	1,020	528	281	809	740	309	1,049
9:00 AM	348	213	561	265	176	441	413	226	639	443	273	716	446	249	695	456	256	712	497	232	729	448	259	708
10:00 AM	410	307	717	353	239	592	455	326	781	445	296	741	431	307	738	417	294	711	612	332	944	431	299	730
11:00 AM	482	387	869	449	295	744	693	439	1,132	428	361	789	450	348	798	424	321	745	507	415	922	434	343	777
12:00 PM	546	468	1,014	482	396	878	716	432	1,148	510	414	924	482	390	872	515	431	946	511	480	991	502	412	914
1:00 PM	548	446	994	454	427	881	879	423	1,302	470	415	885	519	516	1,035	426	437	863	505	471	976	472	456	928
2:00 PM	487	470	957	467	420	887	721	601	1,322	435	398	833	501	508	1,009	456	463	919	512	467	979	464	456	920
3:00 PM	419	450	869	469	412	881	786	700	1,486	533	603	1,136	494	573	1,067	559	608	1,167	581	698	1,279	529	595	1,123
4:00 PM	461	428	889	373	373	746	666	825	1,491	526	696	1,222	510	628	1,138	543	738	1,281	518	747	1,265	526	687	1,214
5:00 PM	431	421	852	386	361	747	584	956	1,540	584	847	1,431	525	878	1,403	530	852	1,382	586	812	1,398	546	859	1,405
6:00 PM	384	376	760	310	273	583	434	623	1,057	371	696	1,067	381	618	999	363	571	934	511	580	1,091	372	628	1,000
7:00 PM	250	300	550	222	229	451	269	320	589	277	365	642	257	358	615	279	329	608	327	353	680	271	351	622
8:00 PM	179	223	402	145	148	293	150	171	321	141	194	335	101	179	280	216	223	439	180	244	424	153	199	351
9:00 PM	118	145	263	99	76	175	85	109	194	82	98	180	82	89	171	99	140	239	122	178	300	88	109	197
10:00 PM	75	78	153	54	46	100	41	45	86	43	51	94	50	45	95	54	53	107	81	148	229	49	50	99
11:00 PM	43	46	89	29	20	49	20	17	37	21	15	36	20	24	44	18	22	40	26	44	70	20	20	40
Total	5,899	5,175	11,074	5,025	4,174	9,199	8,905	6,895	15,800	7,375	6,412	13,787	7,243	6,449	13,692	7,277	6,439	13,716	7,685	6,881	14,566	7,298	6,433	13,732
Percent	53%	47%	-	55%	45%	-	56%	44%	-	53%	47%	-	53%	47%	-	53%	47%	-	53%	47%	-	53%	47%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Midland Ave BTWN Riverine & Devereux

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 10

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	378	30,329	9,777	177	3,096	902	0	33	70	141	0	0	67	44,970
Percent	0.8%	67.4%	21.7%	0.4%	6.9%	2.0%	0.0%	0.1%	0.2%	0.3%	0.0%	0.0%	0.1%	100%
Southbound	248	27,452	9,347	198	8,257	136	0	36	44	16	5	1	11	45,751
Percent	0.5%	60.0%	20.4%	0.4%	18.0%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	626	57,781	19,124	375	11,353	1,038	0	69	114	157	5	1	78	90,721
Percent	0.7%	63.7%	21.1%	0.4%	12.5%	1.1%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Saturday, September 17, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	21	5	1	2	1	0	0	0	0	0	0	0	30
1:00 AM	0	9	1	0	3	0	0	0	0	0	0	0	0	13
2:00 AM	0	15	5	0	1	1	0	0	0	0	0	0	0	22
3:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	15	4	4	1	2	0	0	0	0	0	0	0	26
6:00 AM	1	36	12	3	5	3	0	0	0	2	0	0	0	62
7:00 AM	0	54	30	1	16	1	0	0	0	0	0	0	0	102
8:00 AM	0	90	42	2	21	3	0	0	0	0	0	0	0	158
9:00 AM	2	120	59	2	17	4	0	0	0	2	0	0	0	206
10:00 AM	2	215	70	1	22	5	0	0	0	1	0	0	0	316
11:00 AM	1	268	87	1	34	4	0	0	0	0	0	0	0	395
12:00 PM	5	355	92	1	31	11	0	0	0	1	0	0	0	496
1:00 PM	4	286	94	1	33	17	0	0	1	0	0	0	0	436
2:00 PM	4	345	114	0	18	5	0	0	0	1	0	0	0	487
3:00 PM	3	356	91	0	28	8	0	0	0	1	0	0	0	487
4:00 PM	5	364	75	1	27	8	0	0	0	0	0	0	0	480
5:00 PM	3	344	71	1	25	13	0	1	0	1	0	0	0	459
6:00 PM	1	335	64	1	21	13	0	0	1	0	0	0	0	436
7:00 PM	5	267	59	1	16	6	0	0	0	0	0	0	0	354
8:00 PM	0	190	40	2	9	9	0	0	0	0	0	0	0	250
9:00 PM	0	128	21	2	5	5	0	0	0	0	0	0	0	161
10:00 PM	0	75	15	0	4	1	0	0	0	0	0	0	0	95
11:00 PM	0	35	7	1	3	1	0	0	0	0	0	0	0	47
Total	36	3,933	1,061	27	342	121	0	1	2	9	0	0	0	5,532
Percent	0.7%	71.1%	19.2%	0.5%	6.2%	2.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Saturday, September 17, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	2	1	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	8	3	0	3	0	0	0	0	0	0	0	0	14
2:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	11	3	1	1	0	0	0	0	0	0	0	0	16
4:00 AM	0	9	7	0	1	1	0	0	0	0	0	0	0	18
5:00 AM	0	23	11	0	9	0	0	0	0	0	0	0	0	43
6:00 AM	0	52	18	2	36	1	0	0	0	0	0	0	0	109
7:00 AM	1	109	43	1	54	0	0	0	0	0	0	0	0	208
8:00 AM	0	126	65	3	69	0	0	0	0	0	0	0	0	263
9:00 AM	4	197	89	1	70	0	0	0	0	0	0	0	0	361
10:00 AM	5	242	84	2	69	0	0	0	0	0	0	0	0	402
11:00 AM	2	274	91	0	88	0	0	0	0	0	0	0	0	455
12:00 PM	3	305	94	0	103	1	0	0	0	0	0	0	0	506
1:00 PM	0	362	107	0	67	1	0	0	0	0	0	0	0	537
2:00 PM	3	266	92	0	75	0	0	0	0	0	0	0	0	436
3:00 PM	0	233	84	0	57	1	0	0	0	0	0	0	0	375
4:00 PM	2	277	87	0	58	0	0	0	0	0	0	0	0	424
5:00 PM	6	260	53	2	50	3	0	0	0	0	0	0	0	374
6:00 PM	3	229	67	2	50	0	0	0	0	0	0	0	0	351
7:00 PM	2	134	37	1	38	0	0	0	0	0	0	0	0	212
8:00 PM	0	89	27	3	27	0	0	0	0	0	0	0	0	146
9:00 PM	0	70	27	1	12	0	0	0	0	0	0	0	0	110
10:00 PM	0	47	12	1	6	0	0	0	0	0	0	0	0	66
11:00 PM	0	23	12	1	7	0	0	0	0	0	0	0	0	43
Total	31	3,369	1,117	22	950	8	0	0	0	0	0	0	0	5,497
Percent	0.6%	61.3%	20.3%	0.4%	17.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Sunday, September 18, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	26	3	2	0	2	0	0	0	0	0	0	0	33
1:00 AM	1	14	4	0	0	2	0	0	0	0	0	0	0	21
2:00 AM	0	18	5	0	0	0	0	0	0	0	0	0	0	23
3:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
5:00 AM	0	8	4	3	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	21	7	2	5	1	0	0	0	0	0	0	0	36
7:00 AM	2	33	15	1	6	0	0	0	0	0	0	0	0	57
8:00 AM	0	47	21	2	8	1	0	0	0	0	0	0	0	79
9:00 AM	0	117	51	0	11	0	0	0	0	0	0	0	0	179
10:00 AM	1	148	55	2	19	4	0	0	1	2	0	0	0	232
11:00 AM	1	230	71	1	14	8	0	0	0	0	0	0	1	326
12:00 PM	4	274	94	0	20	9	0	1	0	0	0	0	0	402
1:00 PM	4	286	85	1	29	7	0	2	2	1	0	0	0	417
2:00 PM	7	308	90	0	25	5	0	0	0	0	0	0	0	435
3:00 PM	2	332	70	0	25	10	0	1	2	1	0	0	1	444
4:00 PM	2	264	88	2	19	3	0	0	0	2	0	0	0	380
5:00 PM	2	249	73	2	17	9	0	0	0	1	0	0	0	353
6:00 PM	1	219	63	0	18	6	0	1	0	2	0	0	0	310
7:00 PM	3	166	52	0	10	6	0	0	0	0	0	0	2	239
8:00 PM	2	128	23	0	12	1	0	0	0	0	0	0	0	166
9:00 PM	1	78	11	2	7	0	0	0	0	0	0	0	0	99
10:00 PM	0	40	11	0	3	1	0	0	0	0	0	0	0	55
11:00 PM	0	15	5	0	2	1	0	0	0	0	0	0	0	23
Total	33	3,035	903	20	251	76	0	5	5	9	0	0	4	4,341
Percent	0.8%	69.9%	20.8%	0.5%	5.8%	1.8%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Sunday, September 18, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	8	1	4	0	0	0	0	0	0	0	0	27
1:00 AM	0	10	5	2	1	0	0	0	0	0	0	0	0	18
2:00 AM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
3:00 AM	0	10	3	0	3	0	0	0	0	0	0	0	0	16
4:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	16	5	0	5	0	0	0	0	0	0	0	0	26
6:00 AM	0	44	12	1	14	0	0	0	0	0	0	0	0	71
7:00 AM	1	54	19	1	30	0	0	0	0	0	0	0	0	105
8:00 AM	0	87	39	1	34	0	0	0	0	0	0	0	0	161
9:00 AM	2	149	67	2	44	0	0	0	0	0	0	0	0	264
10:00 AM	1	213	63	2	51	0	0	0	0	0	0	0	0	330
11:00 AM	4	279	88	0	67	0	0	0	0	0	1	0	0	439
12:00 PM	5	275	98	1	64	0	0	1	1	0	0	0	0	445
1:00 PM	4	273	80	0	71	0	0	0	0	0	0	0	0	428
2:00 PM	6	266	91	1	72	0	0	0	0	0	0	0	0	436
3:00 PM	4	284	69	0	66	0	0	0	0	0	0	0	0	423
4:00 PM	5	225	68	0	47	0	0	0	0	0	0	0	0	345
5:00 PM	1	242	56	3	54	0	0	1	0	0	0	0	0	357
6:00 PM	3	178	61	2	45	0	0	0	0	0	0	0	0	289
7:00 PM	3	129	41	1	29	0	0	0	0	0	0	0	0	203
8:00 PM	0	82	25	1	17	0	0	0	0	0	0	0	0	125
9:00 PM	0	54	24	2	13	0	0	0	0	0	0	0	0	93
10:00 PM	0	33	5	1	6	0	0	0	0	0	0	0	0	45
11:00 PM	0	12	9	0	6	0	0	0	0	0	0	0	0	27
Total	39	2,945	942	22	746	0	0	2	1	0	1	0	0	4,698
Percent	0.8%	62.7%	20.1%	0.5%	15.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Monday, September 19, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	3	1	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	5
3:00 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	5	6	1	0	0	0	0	0	0	0	0	0	12
5:00 AM	1	11	7	3	1	3	0	0	0	0	0	0	0	26
6:00 AM	1	58	19	1	9	3	0	0	0	0	0	0	0	91
7:00 AM	3	177	26	0	25	4	0	0	0	1	0	0	0	236
8:00 AM	4	236	40	2	26	3	0	0	0	1	0	0	0	312
9:00 AM	0	152	52	2	28	10	0	0	1	0	0	0	0	245
10:00 AM	1	220	65	1	23	9	0	1	1	2	0	0	2	325
11:00 AM	3	294	95	2	38	10	0	1	0	1	0	0	0	444
12:00 PM	7	320	79	1	28	6	0	0	0	1	0	0	1	443
1:00 PM	4	313	69	2	38	7	0	0	3	1	0	0	1	438
2:00 PM	6	442	103	2	51	19	0	0	3	3	0	0	2	631
3:00 PM	4	514	144	0	48	7	0	1	1	2	0	0	1	722
4:00 PM	18	616	181	1	55	18	0	0	2	7	0	0	3	901
5:00 PM	15	694	259	1	61	13	0	0	1	3	0	0	3	1,050
6:00 PM	5	444	160	3	48	9	0	0	1	3	0	0	4	677
7:00 PM	2	248	73	0	17	6	0	0	0	0	0	0	0	346
8:00 PM	8	143	46	0	9	3	0	0	0	0	0	0	1	210
9:00 PM	2	91	25	1	6	2	0	0	0	0	0	0	0	127
10:00 PM	0	39	12	0	2	1	0	0	0	0	0	0	0	54
11:00 PM	0	13	0	1	1	0	0	0	0	0	0	0	0	15
Total	84	5,056	1,467	27	514	133	0	3	14	25	0	0	18	7,341
Percent	1.1%	68.9%	20.0%	0.4%	7.0%	1.8%	0.0%	0.0%	0.2%	0.3%	0.0%	0.0%	0.2%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Monday, September 19, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	5	1	2	0	0	0	0	0	0	0	0	13
1:00 AM	0	6	6	1	2	0	0	0	1	0	0	0	0	16
2:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	13	6	1	1	0	0	0	0	0	0	0	0	21
4:00 AM	0	22	4	0	2	1	0	0	0	0	0	0	0	29
5:00 AM	1	65	24	1	25	1	0	0	1	0	0	0	0	118
6:00 AM	2	145	84	1	104	3	0	0	1	0	0	0	0	340
7:00 AM	2	409	161	3	164	2	0	0	0	1	1	0	0	743
8:00 AM	0	413	183	2	128	4	0	0	2	0	0	0	1	733
9:00 AM	4	204	87	3	97	1	0	0	1	0	0	0	0	397
10:00 AM	2	237	88	3	99	1	0	2	2	1	0	0	0	435
11:00 AM	4	367	130	2	110	4	0	0	3	0	0	0	1	621
12:00 PM	4	417	115	2	114	1	0	2	1	0	0	0	0	656
1:00 PM	3	458	157	4	144	5	0	0	2	0	0	0	0	773
2:00 PM	5	386	132	2	85	3	0	0	0	0	0	0	0	613
3:00 PM	4	477	99	1	91	5	0	1	0	1	0	0	0	679
4:00 PM	6	379	99	0	76	3	0	0	2	0	0	0	0	565
5:00 PM	2	344	66	3	65	1	0	0	0	0	0	0	0	481
6:00 PM	3	244	66	1	50	0	0	0	0	0	0	0	0	364
7:00 PM	2	173	35	0	38	0	0	0	0	0	0	0	0	248
8:00 PM	1	73	26	1	21	1	0	0	0	0	0	0	0	123
9:00 PM	0	46	13	3	14	0	0	0	0	0	0	0	0	76
10:00 PM	1	18	12	1	3	0	0	0	0	0	0	0	0	35
11:00 PM	0	15	2	1	5	0	0	0	0	0	0	0	0	23
Total	46	4,919	1,602	37	1,441	36	0	5	16	3	1	0	2	8,108
Percent	0.6%	60.7%	19.8%	0.5%	17.8%	0.4%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Tuesday, September 20, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	3	1	1	0	0	0	0	0	0	0	0	19
1:00 AM	2	2	0	2	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	6	7	2	0	0	0	0	0	0	0	0	0	15
5:00 AM	0	14	8	3	0	0	0	0	1	0	0	0	0	26
6:00 AM	1	54	27	0	10	3	0	0	0	0	0	0	0	95
7:00 AM	6	151	35	1	24	4	0	1	0	0	0	0	0	222
8:00 AM	3	216	52	3	25	5	0	0	0	3	0	0	0	307
9:00 AM	6	185	59	1	31	5	0	1	1	1	0	0	1	291
10:00 AM	8	187	78	2	24	4	0	0	0	0	0	0	0	303
11:00 AM	3	233	97	1	42	8	0	0	0	0	0	0	0	384
12:00 PM	5	293	95	1	23	12	0	0	0	3	0	0	0	432
1:00 PM	5	267	113	3	25	8	0	0	1	0	0	0	0	422
2:00 PM	1	295	83	3	33	11	0	0	2	3	0	0	0	431
3:00 PM	4	452	159	1	36	4	0	0	2	3	0	0	0	661
4:00 PM	2	460	187	2	50	19	0	0	5	7	0	0	2	734
5:00 PM	11	575	219	1	61	17	0	1	2	6	0	0	4	897
6:00 PM	4	429	204	3	66	17	0	1	1	1	0	0	6	732
7:00 PM	4	238	107	1	20	6	0	0	0	2	0	0	1	379
8:00 PM	0	126	61	0	13	4	0	0	0	0	0	0	0	204
9:00 PM	1	90	22	2	5	2	0	0	0	0	0	0	0	122
10:00 PM	0	35	17	0	4	1	0	0	0	0	0	0	0	57
11:00 PM	0	12	2	2	0	0	0	0	0	0	0	0	0	16
Total	66	4,339	1,635	35	493	130	0	4	15	29	0	0	14	6,760
Percent	1.0%	64.2%	24.2%	0.5%	7.3%	1.9%	0.0%	0.1%	0.2%	0.4%	0.0%	0.0%	0.2%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Tuesday, September 20, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	2	1	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	4	1	2	1	0	0	0	0	0	0	0	0	8
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	23	11	0	7	0	0	0	0	0	0	0	0	41
5:00 AM	0	72	18	1	33	0	0	0	0	0	0	0	0	124
6:00 AM	5	172	86	1	120	2	0	0	0	0	0	0	0	386
7:00 AM	4	407	169	3	164	1	0	0	1	0	0	0	0	749
8:00 AM	2	451	161	5	158	1	0	0	0	1	0	0	0	779
9:00 AM	1	245	102	4	71	2	0	0	3	1	0	0	0	429
10:00 AM	2	243	96	3	89	0	0	1	1	0	0	0	0	435
11:00 AM	0	239	87	1	78	1	0	3	2	0	0	0	1	412
12:00 PM	2	254	107	1	82	1	0	0	0	0	0	0	0	447
1:00 PM	1	289	79	1	92	2	0	0	2	0	1	0	0	467
2:00 PM	5	243	77	1	75	3	0	0	0	0	0	0	0	404
3:00 PM	3	286	90	0	72	4	0	0	0	0	0	0	0	455
4:00 PM	2	275	79	0	78	1	0	0	0	1	0	0	0	436
5:00 PM	3	337	89	2	72	0	0	1	0	0	1	0	0	505
6:00 PM	2	186	55	2	41	0	0	0	0	0	0	0	0	286
7:00 PM	1	132	56	0	39	1	0	0	0	0	0	0	0	229
8:00 PM	1	65	30	1	20	0	0	0	0	0	0	0	0	117
9:00 PM	0	43	16	2	11	0	0	0	0	0	0	0	0	72
10:00 PM	0	15	10	1	9	0	0	0	0	0	0	0	0	35
11:00 PM	0	12	6	2	2	0	0	0	0	0	0	0	0	22
Total	34	4,015	1,429	34	1,315	19	0	5	9	3	2	0	1	6,866
Percent	0.5%	58.5%	20.8%	0.5%	19.2%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Wednesday, September 21, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	3	0	2	1	0	0	0	0	0	0	0	15
1:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	19	8	2	4	1	0	0	1	0	0	0	0	35
6:00 AM	0	56	20	1	17	0	0	0	0	2	0	0	1	97
7:00 AM	0	177	42	1	24	2	0	0	0	1	0	0	1	248
8:00 AM	3	210	71	1	16	5	0	0	3	2	0	0	0	311
9:00 AM	0	176	53	2	25	6	0	1	1	0	0	0	0	264
10:00 AM	3	195	82	2	21	8	0	0	1	0	0	0	0	312
11:00 AM	0	235	96	1	31	7	0	0	0	2	0	0	0	372
12:00 PM	2	253	94	2	29	16	0	1	2	1	0	0	1	401
1:00 PM	6	392	89	1	37	13	0	0	1	3	0	0	0	542
2:00 PM	1	402	110	2	31	13	0	1	1	1	0	0	0	562
3:00 PM	6	448	136	1	43	14	0	0	0	4	0	0	2	654
4:00 PM	2	431	177	0	44	16	0	0	2	3	0	0	2	677
5:00 PM	8	596	237	2	59	30	0	1	2	3	0	0	2	940
6:00 PM	4	411	170	1	56	14	0	1	1	3	0	0	1	662
7:00 PM	5	254	79	0	23	8	0	1	0	1	0	0	0	371
8:00 PM	1	124	53	0	13	3	0	0	0	2	0	0	0	196
9:00 PM	3	73	26	1	7	1	0	0	0	0	0	0	0	111
10:00 PM	0	32	17	1	2	0	0	0	0	0	0	0	0	52
11:00 PM	0	17	8	0	5	0	0	0	0	0	0	0	0	30
Total	45	4,532	1,578	21	490	158	0	6	15	28	0	0	10	6,883
Percent	0.7%	65.8%	22.9%	0.3%	7.1%	2.3%	0.0%	0.1%	0.2%	0.4%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Wednesday, September 21, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	5	3	0	3	0	0	0	0	0	0	0	0	11
2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
4:00 AM	0	19	9	0	4	1	0	0	0	0	0	0	0	33
5:00 AM	0	63	36	0	31	0	0	0	0	0	0	0	0	130
6:00 AM	2	143	85	3	141	2	0	0	2	0	0	0	0	378
7:00 AM	2	389	167	4	164	2	0	0	0	1	0	0	0	729
8:00 AM	2	404	163	3	151	6	0	0	0	2	0	0	0	731
9:00 AM	4	234	105	2	98	1	0	0	0	0	0	0	0	444
10:00 AM	0	240	98	3	77	3	0	1	0	0	0	0	1	423
11:00 AM	0	240	94	0	94	3	0	1	0	0	0	0	0	432
12:00 PM	0	273	75	2	81	0	0	1	0	0	0	0	1	433
1:00 PM	4	314	95	2	63	1	0	2	0	0	0	0	1	482
2:00 PM	1	287	89	2	63	0	0	2	0	0	0	0	1	445
3:00 PM	0	256	86	1	61	1	0	0	0	0	0	0	0	405
4:00 PM	1	290	89	0	63	2	0	0	0	1	0	1	0	447
5:00 PM	1	294	68	2	60	1	0	0	0	0	0	0	1	427
6:00 PM	5	186	62	2	41	1	0	1	0	0	0	0	0	298
7:00 PM	0	127	35	1	32	0	0	1	0	0	0	0	0	196
8:00 PM	0	38	21	2	15	0	0	0	0	0	0	0	0	76
9:00 PM	1	52	14	0	13	0	0	0	1	0	0	0	0	81
10:00 PM	0	30	3	2	9	0	0	0	0	0	0	0	0	44
11:00 PM	0	4	6	0	5	0	0	0	0	0	0	0	0	15
Total	23	3,907	1,410	31	1,271	24	0	9	3	4	0	1	5	6,688
Percent	0.3%	58.4%	21.1%	0.5%	19.0%	0.4%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Thursday, September 22, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	6	0	3	0	0	0	0	0	0	0	0	26
1:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
2:00 AM	0	1	1	0	1	1	0	0	0	0	0	0	0	4
3:00 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
4:00 AM	0	6	4	0	2	0	0	0	1	0	0	0	0	13
5:00 AM	0	15	8	3	0	0	0	0	1	0	0	0	0	27
6:00 AM	0	57	21	0	14	1	0	0	0	0	0	0	0	93
7:00 AM	1	134	47	0	28	6	0	0	0	1	0	0	0	217
8:00 AM	4	236	57	1	19	7	0	1	1	1	0	0	0	327
9:00 AM	3	142	68	4	22	9	0	0	1	1	0	0	1	251
10:00 AM	2	183	82	2	32	5	0	1	0	0	0	0	0	307
11:00 AM	3	209	85	0	41	4	0	1	1	0	0	0	0	344
12:00 PM	7	290	89	1	46	13	0	0	0	0	0	0	0	446
1:00 PM	2	297	120	1	36	9	0	1	1	1	0	0	0	468
2:00 PM	1	315	106	2	34	10	0	0	0	0	0	0	1	469
3:00 PM	2	403	157	1	40	10	0	1	1	0	0	0	1	616
4:00 PM	5	519	191	3	51	13	0	1	1	5	0	0	2	791
5:00 PM	8	611	208	2	64	22	0	1	2	3	0	0	2	923
6:00 PM	4	362	172	0	37	23	0	0	2	2	0	0	0	602
7:00 PM	7	255	63	0	23	7	0	1	0	1	0	0	0	357
8:00 PM	1	171	46	0	12	4	0	0	0	0	0	0	0	234
9:00 PM	0	113	44	1	7	3	0	0	0	1	0	0	0	169
10:00 PM	2	51	16	1	3	2	0	0	0	0	0	0	0	75
11:00 PM	0	20	2	0	1	2	0	0	0	0	0	0	0	25
Total	52	4,423	1,595	22	517	152	0	8	12	16	0	0	7	6,804
Percent	0.8%	65.0%	23.4%	0.3%	7.6%	2.2%	0.0%	0.1%	0.2%	0.2%	0.0%	0.0%	0.1%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Thursday, September 22, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	4	0	5	0	0	1	0	0	0	0	0	14
1:00 AM	0	6	2	0	3	0	0	0	1	0	0	0	0	12
2:00 AM	0	1	2	0	2	0	0	0	0	0	0	0	0	5
3:00 AM	0	15	4	0	3	0	0	0	0	0	0	0	0	22
4:00 AM	0	18	9	0	2	0	0	0	0	0	0	0	0	29
5:00 AM	0	68	26	1	28	0	0	0	0	0	0	0	0	123
6:00 AM	2	146	94	1	98	3	0	0	0	0	0	0	0	344
7:00 AM	4	380	128	1	175	2	0	0	0	2	0	0	0	692
8:00 AM	4	389	174	3	154	0	0	2	0	0	0	0	0	726
9:00 AM	1	235	115	4	92	3	0	0	0	0	0	0	1	451
10:00 AM	6	219	81	3	87	3	0	1	1	0	0	0	0	401
11:00 AM	5	216	86	0	99	5	0	2	0	0	0	0	0	413
12:00 PM	1	301	95	3	82	2	0	0	3	1	0	0	0	488
1:00 PM	0	223	76	2	74	2	0	0	0	0	0	0	0	377
2:00 PM	1	257	81	2	63	2	0	0	2	0	0	0	0	408
3:00 PM	2	307	106	0	76	0	0	0	0	0	0	0	0	491
4:00 PM	2	324	78	1	60	2	0	0	1	0	0	0	0	468
5:00 PM	3	308	72	2	49	1	0	0	0	0	0	0	0	435
6:00 PM	0	232	68	0	55	0	0	0	0	0	0	0	0	355
7:00 PM	0	167	42	1	42	0	0	1	0	0	0	0	0	253
8:00 PM	1	101	42	1	31	0	0	0	0	0	0	0	0	176
9:00 PM	1	55	14	1	10	0	0	0	0	0	0	0	0	81
10:00 PM	0	25	18	1	6	0	0	0	0	0	0	0	0	50
11:00 PM	1	11	5	0	0	0	0	0	0	0	0	0	0	17
Total	34	4,008	1,422	27	1,296	25	0	7	8	3	0	0	1	6,831
Percent	0.5%	58.7%	20.8%	0.4%	19.0%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Friday, September 23, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	5	1	1	0	0	0	0	0	0	0	0	25
1:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	5	2	1	3	0	0	0	0	0	0	0	0	11
5:00 AM	0	19	9	0	3	0	0	0	0	0	0	0	0	31
6:00 AM	0	62	25	1	9	5	0	0	0	0	0	0	0	102
7:00 AM	4	147	49	1	26	2	0	0	0	0	0	0	0	229
8:00 AM	1	176	69	0	24	5	0	0	1	0	0	0	0	276
9:00 AM	3	160	56	0	23	6	0	0	0	0	0	0	0	248
10:00 AM	0	215	69	1	23	3	0	0	2	1	0	0	2	316
11:00 AM	8	289	94	1	39	8	0	1	1	1	0	0	1	443
12:00 PM	5	353	101	1	37	9	0	1	0	0	0	0	1	508
1:00 PM	3	366	103	1	31	9	0	1	1	2	0	0	1	518
2:00 PM	5	329	101	3	36	18	0	0	0	1	0	0	1	494
3:00 PM	12	515	153	1	46	8	0	0	0	6	0	0	0	741
4:00 PM	7	570	178	1	43	18	0	1	0	5	0	0	5	828
5:00 PM	6	618	175	3	46	19	0	1	1	4	0	0	1	874
6:00 PM	2	440	128	3	29	11	0	0	0	2	0	0	2	617
7:00 PM	4	261	77	1	29	5	0	0	1	1	0	0	0	379
8:00 PM	1	180	57	2	18	1	0	1	0	0	0	0	0	260
9:00 PM	1	124	43	1	13	1	0	0	0	1	0	0	0	184
10:00 PM	0	115	31	1	8	4	0	0	0	1	0	0	0	160
11:00 PM	0	36	9	1	1	0	0	0	0	0	0	0	0	47
Total	62	5,011	1,538	25	489	132	0	6	7	25	0	0	14	7,309
Percent	0.8%	68.6%	21.0%	0.3%	6.7%	1.8%	0.0%	0.1%	0.1%	0.3%	0.0%	0.0%	0.2%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Friday, September 23, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	0	1	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
2:00 AM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
3:00 AM	0	12	5	0	4	0	0	0	0	0	0	0	0	21
4:00 AM	0	19	5	0	2	0	0	0	0	0	0	0	0	26
5:00 AM	0	56	21	1	22	2	0	0	0	0	0	0	0	102
6:00 AM	0	148	81	1	112	1	0	0	1	0	0	0	0	344
7:00 AM	7	319	135	2	125	1	0	0	2	0	0	0	0	591
8:00 AM	2	274	105	0	109	1	0	1	0	1	0	0	0	493
9:00 AM	3	280	104	2	111	3	0	2	0	0	0	0	0	505
10:00 AM	1	328	139	4	117	3	0	1	1	0	0	0	0	594
11:00 AM	4	311	83	0	77	2	0	1	1	0	0	0	0	479
12:00 PM	2	310	103	0	77	3	0	0	1	0	0	0	1	497
1:00 PM	3	277	91	1	73	2	0	3	0	0	0	0	0	450
2:00 PM	5	285	101	0	68	2	0	0	0	1	0	0	1	463
3:00 PM	5	370	99	1	61	1	0	0	0	1	0	0	0	538
4:00 PM	2	302	81	0	59	3	0	0	0	0	0	0	0	447
5:00 PM	5	307	88	1	59	0	0	0	1	0	0	0	0	461
6:00 PM	0	289	62	4	52	0	0	0	0	0	0	0	0	407
7:00 PM	1	193	49	0	45	0	0	0	0	0	1	0	0	289
8:00 PM	0	89	25	4	28	0	0	0	0	0	0	0	0	146
9:00 PM	1	55	24	0	15	0	0	0	0	0	0	0	0	95
10:00 PM	0	28	14	2	14	0	0	0	0	0	0	0	0	58
11:00 PM	0	11	7	1	5	0	0	0	0	0	0	0	0	24
Total	41	4,289	1,425	25	1,238	24	0	8	7	3	1	0	2	7,063
Percent	0.6%	60.7%	20.2%	0.4%	17.5%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	4	1	1	1	0	0	0	0	0	0	0	24
1:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	6	4	1	1	0	0	0	0	0	0	0	0	12
5:00 AM	0	14	7	3	1	1	0	0	0	0	0	0	0	26
6:00 AM	0	49	19	1	10	2	0	0	0	1	0	0	0	82
7:00 AM	2	125	35	1	21	3	0	0	0	0	0	0	0	187
8:00 AM	2	173	50	2	20	4	0	0	1	1	0	0	0	253
9:00 AM	2	150	57	2	22	6	0	0	1	1	0	0	0	241
10:00 AM	2	195	72	2	23	5	0	0	1	1	0	0	1	302
11:00 AM	3	251	89	1	34	7	0	0	0	1	0	0	0	386
12:00 PM	5	305	92	1	31	11	0	0	0	1	0	0	0	446
1:00 PM	4	315	96	1	33	10	0	1	1	1	0	0	0	462
2:00 PM	4	348	101	2	33	12	0	0	1	1	0	0	1	503
3:00 PM	5	431	130	1	38	9	0	0	1	2	0	0	1	618
4:00 PM	6	461	154	1	41	14	0	0	1	4	0	0	2	684
5:00 PM	8	527	177	2	48	18	0	1	1	3	0	0	2	787
6:00 PM	3	377	137	2	39	13	0	0	1	2	0	0	2	576
7:00 PM	4	241	73	0	20	6	0	0	0	1	0	0	0	345
8:00 PM	2	152	47	1	12	4	0	0	0	0	0	0	0	218
9:00 PM	1	100	27	1	7	2	0	0	0	0	0	0	0	138
10:00 PM	0	55	17	0	4	1	0	0	0	0	0	0	0	77
11:00 PM	0	21	5	1	2	1	0	0	0	0	0	0	0	30
Total	53	4,332	1,398	27	442	130	0	2	9	20	0	0	9	6,422
Percent	0.8%	67.5%	21.8%	0.4%	6.9%	2.0%	0.0%	0.0%	0.1%	0.3%	0.0%	0.0%	0.1%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	3	1	2	0	0	0	0	0	0	0	0	15
1:00 AM	0	6	3	1	2	0	0	0	0	0	0	0	0	12
2:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
3:00 AM	0	12	4	0	2	0	0	0	0	0	0	0	0	18
4:00 AM	0	17	7	0	3	0	0	0	0	0	0	0	0	27
5:00 AM	0	52	20	1	22	0	0	0	0	0	0	0	0	95
6:00 AM	2	121	66	1	89	2	0	0	1	0	0	0	0	282
7:00 AM	3	295	117	2	125	1	0	0	0	1	0	0	0	544
8:00 AM	1	306	127	2	115	2	0	0	0	1	0	0	0	554
9:00 AM	3	221	96	3	83	1	0	0	1	0	0	0	0	408
10:00 AM	2	246	93	3	84	1	0	1	1	0	0	0	0	431
11:00 AM	3	275	94	0	88	2	0	1	1	0	0	0	0	464
12:00 PM	2	305	98	1	86	1	0	1	1	0	0	0	0	495
1:00 PM	2	314	98	1	83	2	0	1	1	0	0	0	0	502
2:00 PM	4	284	95	1	72	1	0	0	0	0	0	0	0	457
3:00 PM	3	316	90	0	69	2	0	0	0	0	0	0	0	480
4:00 PM	3	296	83	0	63	2	0	0	0	0	0	0	0	447
5:00 PM	3	299	70	2	58	1	0	0	0	0	0	0	0	433
6:00 PM	2	221	63	2	48	0	0	0	0	0	0	0	0	336
7:00 PM	1	151	42	1	38	0	0	0	0	0	0	0	0	233
8:00 PM	0	77	28	2	23	0	0	0	0	0	0	0	0	130
9:00 PM	0	54	19	1	13	0	0	0	0	0	0	0	0	87
10:00 PM	0	28	11	1	8	0	0	0	0	0	0	0	0	48
11:00 PM	0	13	7	1	4	0	0	0	0	0	0	0	0	25
Total	34	3,923	1,335	27	1,181	18	0	4	6	2	0	0	0	6,530
Percent	0.5%	60.1%	20.4%	0.4%	18.1%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	4	0	2	0	0	0	0	0	0	0	0	20
1:00 AM	1	6	1	1	1	0	0	0	0	0	0	0	0	9
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	8	5	1	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	16	8	3	1	0	0	0	1	0	0	0	0	29
6:00 AM	0	56	23	0	14	1	0	0	0	1	0	0	0	95
7:00 AM	2	154	41	1	25	4	0	0	0	1	0	0	0	229
8:00 AM	3	221	60	2	20	6	0	0	1	2	0	0	0	315
9:00 AM	3	168	60	2	26	7	0	1	1	1	0	0	1	269
10:00 AM	4	188	81	2	26	6	0	0	0	0	0	0	0	307
11:00 AM	2	226	93	1	38	6	0	0	0	1	0	0	0	367
12:00 PM	5	279	93	1	33	14	0	0	1	1	0	0	0	426
1:00 PM	4	319	107	2	33	10	0	0	1	1	0	0	0	477
2:00 PM	1	337	100	2	33	11	0	0	1	1	0	0	0	487
3:00 PM	4	434	151	1	40	9	0	0	1	2	0	0	1	644
4:00 PM	3	470	185	2	48	16	0	0	3	5	0	0	2	734
5:00 PM	9	594	221	2	61	23	0	1	2	4	0	0	3	920
6:00 PM	4	401	182	1	53	18	0	1	1	2	0	0	2	665
7:00 PM	5	249	83	0	22	7	0	1	0	1	0	0	0	369
8:00 PM	1	140	53	0	13	4	0	0	0	1	0	0	0	211
9:00 PM	1	92	31	1	6	2	0	0	0	0	0	0	0	134
10:00 PM	1	39	17	1	3	1	0	0	0	0	0	0	0	61
11:00 PM	0	16	4	1	2	1	0	0	0	0	0	0	0	24
Total	54	4,431	1,603	26	500	147	0	6	14	24	0	0	10	6,816
Percent	0.8%	65.0%	23.5%	0.4%	7.3%	2.2%	0.0%	0.1%	0.2%	0.4%	0.0%	0.0%	0.2%	

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	5	2	1	2	0	0	0	0	0	0	0	0	10
2:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:00 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
4:00 AM	0	20	10	0	4	0	0	0	0	0	0	0	0	34
5:00 AM	0	68	27	1	31	0	0	0	0	0	0	0	0	126
6:00 AM	3	154	88	2	120	2	0	0	1	0	0	0	0	369
7:00 AM	3	392	155	3	168	2	0	0	0	1	0	0	0	723
8:00 AM	3	415	166	4	154	2	0	1	0	1	0	0	0	745
9:00 AM	2	238	107	3	87	2	0	0	1	0	0	0	0	441
10:00 AM	3	234	92	3	84	2	0	1	1	0	0	0	0	420
11:00 AM	2	232	89	0	90	3	0	2	1	0	0	0	0	419
12:00 PM	1	276	92	2	82	1	0	0	1	0	0	0	0	456
1:00 PM	2	275	83	2	76	2	0	1	1	0	0	0	0	442
2:00 PM	2	262	82	2	67	2	0	1	1	0	0	0	0	419
3:00 PM	2	283	94	0	70	2	0	0	0	0	0	0	0	450
4:00 PM	2	296	82	0	67	2	0	0	0	1	0	0	0	450
5:00 PM	2	313	76	2	60	1	0	0	0	0	0	0	0	456
6:00 PM	2	201	62	1	46	0	0	0	0	0	0	0	0	313
7:00 PM	0	142	44	1	38	0	0	1	0	0	0	0	0	226
8:00 PM	1	68	31	1	22	0	0	0	0	0	0	0	0	123
9:00 PM	1	50	15	1	11	0	0	0	0	0	0	0	0	78
10:00 PM	0	23	10	1	8	0	0	0	0	0	0	0	0	43
11:00 PM	0	9	6	1	2	0	0	0	0	0	0	0	0	18
Total	30	3,977	1,420	31	1,294	23	0	7	7	3	1	0	2	6,795
Percent	0.4%	58.5%	20.9%	0.5%	19.0%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Midland Ave BTWN Riverine & Devereux

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 10

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	131	652	4,133	18,415	18,320	3,104	184	17	2	1	2	0	0	9	0	0	0	44,970
Percent	0.3%	1.4%	9.2%	40.9%	40.7%	6.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	12	34	511	5,259	22,409	15,416	1,904	171	27	5	1	1	0	1	0	0	0	45,751
Percent	0.0%	0.1%	1.1%	11.5%	49.0%	33.7%	4.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	143	686	4,644	23,674	40,729	18,520	2,088	188	29	6	3	1	0	10	0	0	0	90,721
Percent	0.2%	0.8%	5.1%	26.1%	44.9%	20.4%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	24.8	mph	Mean (Average) Speed	24.7	mph
85th Percentile	28.4	mph	10 mph Pace	19.9 - 29.9	mph
95th Percentile	30.8	mph	Percent in Pace	81.6	%
Southbound			Southbound		
50th Percentile (Median)	29.1	mph	Mean (Average) Speed	29.0	mph
85th Percentile	32.5	mph	10 mph Pace	23.9 - 33.9	mph
95th Percentile	34.9	mph	Percent in Pace	84.1	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Saturday, September 17, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	13	11	2	2	0	0	0	0	0	0	0	0	0	0	30
1:00 AM	0	0	3	4	4	2	0	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	0	1	5	8	8	0	0	0	0	0	0	0	0	0	0	0	22
3:00 AM	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	8	11	6	1	0	0	0	0	0	0	0	0	0	0	26
6:00 AM	0	0	1	16	32	13	0	0	0	0	0	0	0	0	0	0	0	62
7:00 AM	0	0	5	28	45	22	2	0	0	0	0	0	0	0	0	0	0	102
8:00 AM	0	0	7	51	71	27	2	0	0	0	0	0	0	0	0	0	0	158
9:00 AM	0	0	12	55	109	29	1	0	0	0	0	0	0	0	0	0	0	206
10:00 AM	2	3	15	118	144	33	0	1	0	0	0	0	0	0	0	0	0	316
11:00 AM	0	0	20	142	198	33	2	0	0	0	0	0	0	0	0	0	0	395
12:00 PM	1	6	28	164	269	26	2	0	0	0	0	0	0	0	0	0	0	496
1:00 PM	2	3	27	179	173	47	5	0	0	0	0	0	0	0	0	0	0	436
2:00 PM	2	1	19	144	281	36	4	0	0	0	0	0	0	0	0	0	0	487
3:00 PM	0	0	20	173	248	43	3	0	0	0	0	0	0	0	0	0	0	487
4:00 PM	0	2	47	156	229	42	4	0	0	0	0	0	0	0	0	0	0	480
5:00 PM	0	0	16	154	231	56	1	1	0	0	0	0	0	0	0	0	0	459
6:00 PM	0	0	29	132	211	61	2	0	0	0	0	0	0	1	0	0	0	436
7:00 PM	0	0	46	167	122	12	3	0	0	0	2	0	0	2	0	0	0	354
8:00 PM	0	2	16	111	105	14	2	0	0	0	0	0	0	0	0	0	0	250
9:00 PM	0	0	9	70	69	12	1	0	0	0	0	0	0	0	0	0	0	161
10:00 PM	0	0	9	45	25	13	3	0	0	0	0	0	0	0	0	0	0	95
11:00 PM	0	0	1	15	27	3	1	0	0	0	0	0	0	0	0	0	0	47
Total	7	17	335	1,954	2,628	543	41	2	0	0	2	0	0	3	0	0	0	5,532
Percent	0.1%	0.3%	6.1%	35.3%	47.5%	9.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.7	mph	Mean (Average) Speed	25.7	mph
85th Percentile	29.3	mph	10 mph Pace	20.8 - 30.8	mph
95th Percentile	31.6	mph	Percent in Pace	83.8	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Saturday, September 17, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	12	4	0	0	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	0	3	3	5	2	1	0	0	0	0	0	0	0	0	0	0	14
2:00 AM	0	0	0	5	1	2	1	1	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	0	0	2	5	9	0	0	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	0	3	12	2	1	0	0	0	0	0	0	0	0	0	0	18
5:00 AM	0	0	1	3	13	23	3	0	0	0	0	0	0	0	0	0	0	43
6:00 AM	0	0	5	14	40	44	5	1	0	0	0	0	0	0	0	0	0	109
7:00 AM	0	0	0	18	87	82	19	2	0	0	0	0	0	0	0	0	0	208
8:00 AM	0	0	0	42	103	105	12	1	0	0	0	0	0	0	0	0	0	263
9:00 AM	0	0	2	54	143	143	15	2	2	0	0	0	0	0	0	0	0	361
10:00 AM	0	0	1	27	189	155	26	4	0	0	0	0	0	0	0	0	0	402
11:00 AM	0	3	3	40	197	184	25	3	0	0	0	0	0	0	0	0	0	455
12:00 PM	0	0	5	31	263	182	22	3	0	0	0	0	0	0	0	0	0	506
1:00 PM	0	0	1	46	270	194	25	1	0	0	0	0	0	0	0	0	0	537
2:00 PM	0	0	0	49	198	166	20	3	0	0	0	0	0	0	0	0	0	436
3:00 PM	0	0	3	28	163	158	21	2	0	0	0	0	0	0	0	0	0	375
4:00 PM	0	0	4	35	217	144	22	2	0	0	0	0	0	0	0	0	0	424
5:00 PM	0	0	2	43	179	132	15	3	0	0	0	0	0	0	0	0	0	374
6:00 PM	0	0	0	30	173	126	18	4	0	0	0	0	0	0	0	0	0	351
7:00 PM	0	0	4	26	118	60	3	1	0	0	0	0	0	0	0	0	0	212
8:00 PM	0	0	1	25	65	50	5	0	0	0	0	0	0	0	0	0	0	146
9:00 PM	0	0	5	29	51	19	6	0	0	0	0	0	0	0	0	0	0	110
10:00 PM	0	0	0	9	29	24	4	0	0	0	0	0	0	0	0	0	0	66
11:00 PM	0	0	3	9	18	10	2	1	0	0	0	0	0	0	0	0	0	43
Total	0	3	43	573	2,551	2,020	271	34	2	0	0	0	0	0	0	0	0	5,497
Percent	0.0%	0.1%	0.8%	10.4%	46.4%	36.7%	4.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.3	mph	Mean (Average) Speed	29.3	mph
85th Percentile	33.0	mph	10 mph Pace	24.4 - 34.4	mph
95th Percentile	35.2	mph	Percent in Pace	83.7	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Sunday, September 18, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	7	10	10	5	1	0	0	0	0	0	0	0	0	0	0	33
1:00 AM	0	0	2	8	8	3	0	0	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	0	0	4	11	6	1	1	0	0	0	0	0	0	0	0	0	23
3:00 AM	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	4	1	3	1	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	2	1	8	1	2	1	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	0	2	7	18	9	0	0	0	0	0	0	0	0	0	0	0	36
7:00 AM	0	0	3	13	30	10	1	0	0	0	0	0	0	0	0	0	0	57
8:00 AM	0	0	1	18	37	22	1	0	0	0	0	0	0	0	0	0	0	79
9:00 AM	0	0	6	48	99	25	1	0	0	0	0	0	0	0	0	0	0	179
10:00 AM	0	0	9	70	114	35	4	0	0	0	0	0	0	0	0	0	0	232
11:00 AM	0	2	22	130	142	29	1	0	0	0	0	0	0	0	0	0	0	326
12:00 PM	1	3	24	139	189	42	4	0	0	0	0	0	0	0	0	0	0	402
1:00 PM	0	5	38	161	187	25	1	0	0	0	0	0	0	0	0	0	0	417
2:00 PM	0	1	22	167	215	28	1	1	0	0	0	0	0	0	0	0	0	435
3:00 PM	0	7	48	156	193	38	2	0	0	0	0	0	0	0	0	0	0	444
4:00 PM	0	1	15	126	207	29	2	0	0	0	0	0	0	0	0	0	0	380
5:00 PM	0	0	7	91	201	51	3	0	0	0	0	0	0	0	0	0	0	353
6:00 PM	0	1	13	71	169	52	4	0	0	0	0	0	0	0	0	0	0	310
7:00 PM	0	1	10	101	113	12	2	0	0	0	0	0	0	0	0	0	0	239
8:00 PM	0	6	8	78	51	20	3	0	0	0	0	0	0	0	0	0	0	166
9:00 PM	0	1	12	35	43	8	0	0	0	0	0	0	0	0	0	0	0	99
10:00 PM	0	0	1	21	26	6	1	0	0	0	0	0	0	0	0	0	0	55
11:00 PM	0	0	0	11	8	3	1	0	0	0	0	0	0	0	0	0	0	23
Total	1	28	252	1,477	2,080	463	37	3	0	0	0	0	0	0	0	0	0	4,341
Percent	0.0%	0.6%	5.8%	34.0%	47.9%	10.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.8	mph	Mean (Average) Speed	25.8	mph
85th Percentile	29.4	mph	10 mph Pace	21.3 - 31.3	mph
95th Percentile	31.7	mph	Percent in Pace	83.8	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Sunday, September 18, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	9	12	5	0	0	0	1	0	0	0	0	0	0	0	27
1:00 AM	0	0	0	6	9	3	0	0	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	0	5	6	5	0	0	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	0	1	7	6	0	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	0	0	2	16	6	0	1	1	0	0	0	0	0	0	0	0	26
6:00 AM	0	0	2	17	28	19	4	1	0	0	0	0	0	0	0	0	0	71
7:00 AM	0	0	1	15	43	37	8	1	0	0	0	0	0	0	0	0	0	105
8:00 AM	0	0	2	20	65	65	6	3	0	0	0	0	0	0	0	0	0	161
9:00 AM	0	0	3	24	118	100	18	0	1	0	0	0	0	0	0	0	0	264
10:00 AM	0	0	3	36	167	105	18	1	0	0	0	0	0	0	0	0	0	330
11:00 AM	0	0	6	45	201	164	23	0	0	0	0	0	0	0	0	0	0	439
12:00 PM	0	1	3	50	208	164	17	2	0	0	0	0	0	0	0	0	0	445
1:00 PM	0	0	0	28	197	183	19	1	0	0	0	0	0	0	0	0	0	428
2:00 PM	0	0	3	44	193	172	24	0	0	0	0	0	0	0	0	0	0	436
3:00 PM	0	0	4	38	218	139	20	4	0	0	0	0	0	0	0	0	0	423
4:00 PM	0	0	0	38	176	114	15	2	0	0	0	0	0	0	0	0	0	345
5:00 PM	0	0	0	37	171	138	11	0	0	0	0	0	0	0	0	0	0	357
6:00 PM	0	0	1	29	150	94	12	2	1	0	0	0	0	0	0	0	0	289
7:00 PM	0	0	7	45	87	55	9	0	0	0	0	0	0	0	0	0	0	203
8:00 PM	0	1	2	23	55	40	4	0	0	0	0	0	0	0	0	0	0	125
9:00 PM	0	0	6	27	43	12	4	1	0	0	0	0	0	0	0	0	0	93
10:00 PM	0	1	0	10	18	14	2	0	0	0	0	0	0	0	0	0	0	45
11:00 PM	0	0	1	7	12	6	1	0	0	0	0	0	0	0	0	0	0	27
Total	0	3	44	557	2,205	1,651	215	19	3	1	0	0	0	0	0	0	0	4,698
Percent	0.0%	0.1%	0.9%	11.9%	46.9%	35.1%	4.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.1	mph	Mean (Average) Speed	29	mph
85th Percentile	32.5	mph	10 mph Pace	23.6 - 33.6	mph
95th Percentile	35.0	mph	Percent in Pace	83.74	%

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10



Monday, September 19, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	6	7	2	1	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	12
5:00 AM	0	0	2	10	10	1	1	2	0	0	0	0	0	0	0	0	0	26
6:00 AM	0	0	1	20	52	14	3	1	0	0	0	0	0	0	0	0	0	91
7:00 AM	0	0	27	80	107	18	4	0	0	0	0	0	0	0	0	0	0	236
8:00 AM	0	2	23	88	148	46	5	0	0	0	0	0	0	0	0	0	0	312
9:00 AM	0	0	21	77	110	34	3	0	0	0	0	0	0	0	0	0	0	245
10:00 AM	0	0	13	118	152	40	2	0	0	0	0	0	0	0	0	0	0	325
11:00 AM	0	1	19	162	236	24	2	0	0	0	0	0	0	0	0	0	0	444
12:00 PM	0	8	41	179	188	27	0	0	0	0	0	0	0	0	0	0	0	443
1:00 PM	0	4	35	164	190	44	1	0	0	0	0	0	0	0	0	0	0	438
2:00 PM	1	21	64	253	271	21	0	0	0	0	0	0	0	0	0	0	0	631
3:00 PM	3	26	80	277	305	30	1	0	0	0	0	0	0	0	0	0	0	722
4:00 PM	3	25	99	450	303	21	0	0	0	0	0	0	0	0	0	0	0	901
5:00 PM	14	74	172	503	273	12	2	0	0	0	0	0	0	0	0	0	0	1,050
6:00 PM	0	21	78	275	267	35	1	0	0	0	0	0	0	0	0	0	0	677
7:00 PM	0	3	29	164	132	17	1	0	0	0	0	0	0	0	0	0	0	346
8:00 PM	0	0	13	89	98	9	0	1	0	0	0	0	0	0	0	0	0	210
9:00 PM	0	0	7	56	53	11	0	0	0	0	0	0	0	0	0	0	0	127
10:00 PM	0	0	5	26	12	11	0	0	0	0	0	0	0	0	0	0	0	54
11:00 PM	0	0	0	6	8	1	0	0	0	0	0	0	0	0	0	0	0	15
Total	21	185	732	3,012	2,934	425	28	4	0	0	0	0	0	0	0	0	0	7,341
Percent	0.3%	2.5%	10.0%	41.0%	40.0%	5.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.6	mph	Mean (Average) Speed	24.3	mph
85th Percentile	28.2	mph	10 mph Pace	19.9 - 29.9	mph
95th Percentile	30.4	mph	Percent in Pace	81.1	%

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10



Monday, September 19, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	6	3	2	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	2	6	4	4	0	0	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	4	11	5	1	0	0	0	0	0	0	0	0	0	0	21
4:00 AM	0	0	2	9	8	9	1	0	0	0	0	0	0	0	0	0	0	29
5:00 AM	0	0	4	9	58	37	9	0	1	0	0	0	0	0	0	0	0	118
6:00 AM	0	1	10	42	165	102	20	0	0	0	0	0	0	0	0	0	0	340
7:00 AM	0	0	9	39	398	264	31	2	0	0	0	0	0	0	0	0	0	743
8:00 AM	0	0	4	53	334	302	35	5	0	0	0	0	0	0	0	0	0	733
9:00 AM	0	0	3	30	188	156	20	0	0	0	0	0	0	0	0	0	0	397
10:00 AM	0	0	5	54	202	145	28	1	0	0	0	0	0	0	0	0	0	435
11:00 AM	1	3	19	87	313	173	19	4	2	0	0	0	0	0	0	0	0	621
12:00 PM	0	6	12	73	337	198	26	4	0	0	0	0	0	0	0	0	0	656
1:00 PM	0	3	6	90	403	242	28	1	0	0	0	0	0	0	0	0	0	773
2:00 PM	0	0	10	65	307	209	21	1	0	0	0	0	0	0	0	0	0	613
3:00 PM	0	0	15	64	310	263	27	0	0	0	0	0	0	0	0	0	0	679
4:00 PM	0	0	2	53	280	215	13	2	0	0	0	0	0	0	0	0	0	565
5:00 PM	0	1	1	42	272	144	19	2	0	0	0	0	0	0	0	0	0	481
6:00 PM	0	0	2	29	177	139	16	0	0	1	0	0	0	0	0	0	0	364
7:00 PM	0	0	4	26	146	58	12	0	2	0	0	0	0	0	0	0	0	248
8:00 PM	0	0	5	29	50	35	4	0	0	0	0	0	0	0	0	0	0	123
9:00 PM	0	0	1	12	45	17	1	0	0	0	0	0	0	0	0	0	0	76
10:00 PM	0	0	1	6	22	6	0	0	0	0	0	0	0	0	0	0	0	35
11:00 PM	0	1	3	6	9	4	0	0	0	0	0	0	0	0	0	0	0	23
Total	1	15	120	830	4,048	2,733	333	22	5	1	0	0	0	0	0	0	0	8,108
Percent	0.0%	0.2%	1.5%	10.2%	49.9%	33.7%	4.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.1	mph	Mean (Average) Speed	29	mph
85th Percentile	32.4	mph	10 mph Pace	24.0 - 34.0	mph
95th Percentile	34.8	mph	Percent in Pace	84.97	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Tuesday, September 20, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	2	1	10	2	0	0	0	0	0	0	0	0	0	0	0	15
5:00 AM	0	1	2	9	9	4	1	0	0	0	0	0	0	0	0	0	0	26
6:00 AM	0	0	2	26	53	14	0	0	0	0	0	0	0	0	0	0	0	95
7:00 AM	0	0	10	68	116	21	7	0	0	0	0	0	0	0	0	0	0	222
8:00 AM	7	6	24	102	145	21	1	1	0	0	0	0	0	0	0	0	0	307
9:00 AM	0	1	23	101	131	33	2	0	0	0	0	0	0	0	0	0	0	291
10:00 AM	0	0	12	124	141	23	3	0	0	0	0	0	0	0	0	0	0	303
11:00 AM	0	6	21	160	160	35	0	0	0	0	0	0	0	2	0	0	0	384
12:00 PM	0	6	21	191	186	27	0	1	0	0	0	0	0	0	0	0	0	432
1:00 PM	0	2	38	177	171	32	2	0	0	0	0	0	0	0	0	0	0	422
2:00 PM	0	12	36	201	159	23	0	0	0	0	0	0	0	0	0	0	0	431
3:00 PM	14	21	104	289	211	21	1	0	0	0	0	0	0	0	0	0	0	661
4:00 PM	3	23	131	347	214	15	1	0	0	0	0	0	0	0	0	0	0	734
5:00 PM	3	27	186	441	232	8	0	0	0	0	0	0	0	0	0	0	0	897
6:00 PM	4	20	151	373	167	16	1	0	0	0	0	0	0	0	0	0	0	732
7:00 PM	0	2	53	208	106	10	0	0	0	0	0	0	0	0	0	0	0	379
8:00 PM	0	3	25	103	64	7	2	0	0	0	0	0	0	0	0	0	0	204
9:00 PM	0	0	8	69	39	6	0	0	0	0	0	0	0	0	0	0	0	122
10:00 PM	0	0	2	20	23	10	2	0	0	0	0	0	0	0	0	0	0	57
11:00 PM	0	0	3	9	3	1	0	0	0	0	0	0	0	0	0	0	0	16
Total	31	131	854	3,038	2,348	331	23	2	0	0	0	0	0	2	0	0	0	6,760
Percent	0.5%	1.9%	12.6%	44.9%	34.7%	4.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.0	mph	Mean (Average) Speed	23.9	mph
85th Percentile	27.7	mph	10 mph Pace	19.0 - 29.0	mph
95th Percentile	30.1	mph	Percent in Pace	81.0	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Tuesday, September 20, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	3	1	3	2	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	2	9	2	1	0	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	2	9	24	6	0	0	0	0	0	0	0	0	0	0	0	41
5:00 AM	0	0	0	13	62	43	5	1	0	0	0	0	0	0	0	0	0	124
6:00 AM	1	1	5	63	161	132	22	0	1	0	0	0	0	0	0	0	0	386
7:00 AM	1	0	6	83	362	263	32	2	0	0	0	0	0	0	0	0	0	749
8:00 AM	0	0	5	96	408	242	26	2	0	0	0	0	0	0	0	0	0	779
9:00 AM	0	0	10	33	209	156	19	1	1	0	0	0	0	0	0	0	0	429
10:00 AM	0	0	3	64	220	132	14	2	0	0	0	0	0	0	0	0	0	435
11:00 AM	0	0	3	54	218	114	19	4	0	0	0	0	0	0	0	0	0	412
12:00 PM	0	1	11	48	203	165	18	0	1	0	0	0	0	0	0	0	0	447
1:00 PM	0	2	1	68	231	141	24	0	0	0	0	0	0	0	0	0	0	467
2:00 PM	0	0	8	53	185	137	18	3	0	0	0	0	0	0	0	0	0	404
3:00 PM	1	0	1	44	245	155	8	1	0	0	0	0	0	0	0	0	0	455
4:00 PM	1	0	1	44	221	142	26	1	0	0	0	0	0	0	0	0	0	436
5:00 PM	1	0	4	52	261	166	19	2	0	0	0	0	0	0	0	0	0	505
6:00 PM	1	0	4	43	137	92	9	0	0	0	0	0	0	0	0	0	0	286
7:00 PM	0	0	4	50	128	43	4	0	0	0	0	0	0	0	0	0	0	229
8:00 PM	0	0	1	26	63	24	3	0	0	0	0	0	0	0	0	0	0	117
9:00 PM	0	1	1	19	32	15	4	0	0	0	0	0	0	0	0	0	0	72
10:00 PM	0	0	0	6	20	8	1	0	0	0	0	0	0	0	0	0	0	35
11:00 PM	0	0	3	6	11	2	0	0	0	0	0	0	0	0	0	0	0	22
Total	6	5	78	880	3,419	2,184	272	19	3	0	0	0	0	0	0	0	0	6,866
Percent	0.1%	0.1%	1.1%	12.8%	49.8%	31.8%	4.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.7	mph	Mean (Average) Speed	28.8	mph
85th Percentile	32.4	mph	10 mph Pace	24.3 - 34.3	mph
95th Percentile	34.8	mph	Percent in Pace	83.72	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Wednesday, September 21, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	6	8	0	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	2	3	5	3	0	0	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	2	1	15	11	5	0	1	0	0	0	0	0	0	0	0	0	35
6:00 AM	0	0	2	24	55	13	3	0	0	0	0	0	0	0	0	0	0	97
7:00 AM	0	0	9	85	105	45	4	0	0	0	0	0	0	0	0	0	0	248
8:00 AM	2	10	17	91	147	41	3	0	0	0	0	0	0	0	0	0	0	311
9:00 AM	0	3	24	93	121	23	0	0	0	0	0	0	0	0	0	0	0	264
10:00 AM	0	0	25	125	142	20	0	0	0	0	0	0	0	0	0	0	0	312
11:00 AM	0	2	21	158	170	18	3	0	0	0	0	0	0	0	0	0	0	372
12:00 PM	0	1	25	198	153	23	1	0	0	0	0	0	0	0	0	0	0	401
1:00 PM	0	2	34	241	235	28	2	0	0	0	0	0	0	0	0	0	0	542
2:00 PM	0	4	56	291	193	18	0	0	0	0	0	0	0	0	0	0	0	562
3:00 PM	3	8	58	349	208	28	0	0	0	0	0	0	0	0	0	0	0	654
4:00 PM	0	18	93	317	236	13	0	0	0	0	0	0	0	0	0	0	0	677
5:00 PM	2	15	201	464	231	27	0	0	0	0	0	0	0	0	0	0	0	940
6:00 PM	2	24	165	296	169	6	0	0	0	0	0	0	0	0	0	0	0	662
7:00 PM	0	11	56	184	110	10	0	0	0	0	0	0	0	0	0	0	0	371
8:00 PM	0	1	19	113	47	15	1	0	0	0	0	0	0	0	0	0	0	196
9:00 PM	0	0	4	62	36	9	0	0	0	0	0	0	0	0	0	0	0	111
10:00 PM	0	0	1	21	26	3	1	0	0	0	0	0	0	0	0	0	0	52
11:00 PM	0	0	1	13	10	6	0	0	0	0	0	0	0	0	0	0	0	30
Total	9	101	816	3,156	2,424	357	18	1	1	0	0	0	0	0	0	0	0	6,883
Percent	0.1%	1.5%	11.9%	45.9%	35.2%	5.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.3	mph	Mean (Average) Speed	24.1	mph
85th Percentile	27.8	mph	10 mph Pace	19.2 - 29.2	mph
95th Percentile	30.2	mph	Percent in Pace	82.4	%

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Wednesday, September 21, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	5	4	1	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	3	10	2	0	0	0	0	0	0	0	0	0	0	0	15
4:00 AM	0	0	0	7	15	7	3	1	0	0	0	0	0	0	0	0	0	33
5:00 AM	0	0	2	18	53	49	8	0	0	0	0	0	0	0	0	0	0	130
6:00 AM	1	2	7	40	158	139	28	3	0	0	0	0	0	0	0	0	0	378
7:00 AM	0	0	4	51	355	283	34	2	0	0	0	0	0	0	0	0	0	729
8:00 AM	0	0	9	69	349	273	28	3	0	0	0	0	0	0	0	0	0	731
9:00 AM	1	0	6	57	224	136	19	1	0	0	0	0	0	0	0	0	0	444
10:00 AM	0	0	2	60	199	140	20	2	0	0	0	0	0	0	0	0	0	423
11:00 AM	0	0	12	49	228	126	15	2	0	0	0	0	0	0	0	0	0	432
12:00 PM	0	0	4	49	237	133	10	0	0	0	0	0	0	0	0	0	0	433
1:00 PM	0	0	9	44	262	148	18	0	1	0	0	0	0	0	0	0	0	482
2:00 PM	0	0	13	59	226	136	10	0	1	0	0	0	0	0	0	0	0	445
3:00 PM	0	0	4	54	205	128	13	1	0	0	0	0	0	0	0	0	0	405
4:00 PM	0	0	5	62	233	135	12	0	0	0	0	0	0	0	0	0	0	447
5:00 PM	1	0	1	38	238	138	10	1	0	0	0	0	0	0	0	0	0	427
6:00 PM	0	0	2	42	178	69	7	0	0	0	0	0	0	0	0	0	0	298
7:00 PM	0	1	5	38	100	43	8	1	0	0	0	0	0	0	0	0	0	196
8:00 PM	0	0	2	14	37	20	3	0	0	0	0	0	0	0	0	0	0	76
9:00 PM	0	1	2	14	38	21	3	1	1	0	0	0	0	0	0	0	0	81
10:00 PM	0	0	2	10	21	10	1	0	0	0	0	0	0	0	0	0	0	44
11:00 PM	0	0	0	4	7	3	1	0	0	0	0	0	0	0	0	0	0	15
Total	3	4	91	790	3,383	2,143	253	18	3	0	0	0	0	0	0	0	0	6,688
Percent	0.0%	0.1%	1.4%	11.8%	50.6%	32.0%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.9	mph	Mean (Average) Speed	28.8	mph
85th Percentile	32.3	mph	10 mph Pace	23.9 - 33.9	mph
95th Percentile	34.6	mph	Percent in Pace	84.32	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Thursday, September 22, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	17	5	2	0	0	0	0	0	0	0	0	0	0	0	26
1:00 AM	0	0	1	3	3	3	0	1	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	1	1	6	1	0	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	0	3	8	12	4	0	0	0	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	2	22	48	19	2	0	0	0	0	0	0	0	0	0	0	93
7:00 AM	0	0	15	69	106	24	3	0	0	0	0	0	0	0	0	0	0	217
8:00 AM	0	1	18	112	163	32	1	0	0	0	0	0	0	0	0	0	0	327
9:00 AM	0	0	18	97	98	36	2	0	0	0	0	0	0	0	0	0	0	251
10:00 AM	1	4	19	123	134	23	3	0	0	0	0	0	0	0	0	0	0	307
11:00 AM	1	1	22	129	155	36	0	0	0	0	0	0	0	0	0	0	0	344
12:00 PM	0	0	25	187	197	35	1	1	0	0	0	0	0	0	0	0	0	446
1:00 PM	0	4	26	223	191	22	2	0	0	0	0	0	0	0	0	0	0	468
2:00 PM	0	1	30	222	186	30	0	0	0	0	0	0	0	0	0	0	0	469
3:00 PM	8	21	65	242	246	34	0	0	0	0	0	0	0	0	0	0	0	616
4:00 PM	3	9	67	376	303	32	1	0	0	0	0	0	0	0	0	0	0	791
5:00 PM	3	23	99	419	326	51	1	0	1	0	0	0	0	0	0	0	0	923
6:00 PM	0	3	41	241	262	53	1	0	0	0	0	0	0	1	0	0	0	602
7:00 PM	0	0	21	178	142	14	1	1	0	0	0	0	0	0	0	0	0	357
8:00 PM	0	0	10	98	103	23	0	0	0	0	0	0	0	0	0	0	0	234
9:00 PM	0	1	5	57	80	24	2	0	0	0	0	0	0	0	0	0	0	169
10:00 PM	0	0	5	31	32	7	0	0	0	0	0	0	0	0	0	0	0	75
11:00 PM	0	0	1	10	8	5	1	0	0	0	0	0	0	0	0	0	0	25
Total	16	68	497	2,874	2,811	512	21	3	1	0	0	0	0	1	0	0	0	6,804
Percent	0.2%	1.0%	7.3%	42.2%	41.3%	7.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.9	mph	Mean (Average) Speed	24.9	mph
85th Percentile	28.5	mph	10 mph Pace	20.2 - 30.2	mph
95th Percentile	30.9	mph	Percent in Pace	83.6	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Thursday, September 22, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	4	3	5	2	0	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	6	10	5	1	0	0	0	0	0	0	0	0	0	0	22
4:00 AM	0	0	0	8	13	6	2	0	0	0	0	0	0	0	0	0	0	29
5:00 AM	0	0	4	12	67	35	4	1	0	0	0	0	0	0	0	0	0	123
6:00 AM	0	0	1	38	183	104	16	2	0	0	0	0	0	0	0	0	0	344
7:00 AM	0	0	4	60	328	269	29	1	0	0	0	1	0	0	0	0	0	692
8:00 AM	0	0	14	93	361	239	18	1	0	0	0	0	0	0	0	0	0	726
9:00 AM	0	0	8	57	228	135	22	1	0	0	0	0	0	0	0	0	0	451
10:00 AM	0	0	3	47	206	129	13	2	1	0	0	0	0	0	0	0	0	401
11:00 AM	0	1	9	49	182	153	16	2	1	0	0	0	0	0	0	0	0	413
12:00 PM	0	0	7	82	247	133	18	1	0	0	0	0	0	0	0	0	0	488
1:00 PM	0	0	1	48	184	130	14	0	0	0	0	0	0	0	0	0	0	377
2:00 PM	0	0	4	45	214	128	16	1	0	0	0	0	0	0	0	0	0	408
3:00 PM	0	0	2	58	233	177	15	6	0	0	0	0	0	0	0	0	0	491
4:00 PM	0	0	3	45	233	177	8	2	0	0	0	0	0	0	0	0	0	468
5:00 PM	0	0	0	43	220	151	20	1	0	0	0	0	0	0	0	0	0	435
6:00 PM	0	0	2	25	170	135	18	4	0	0	0	0	0	1	0	0	0	355
7:00 PM	0	0	0	41	129	71	9	3	0	0	0	0	0	0	0	0	0	253
8:00 PM	0	0	4	38	94	35	3	1	1	0	0	0	0	0	0	0	0	176
9:00 PM	0	0	3	18	44	15	1	0	0	0	0	0	0	0	0	0	0	81
10:00 PM	0	0	0	15	16	17	2	0	0	0	0	0	0	0	0	0	0	50
11:00 PM	0	0	1	3	8	4	1	0	0	0	0	0	0	0	0	0	0	17
Total	0	1	74	841	3,383	2,251	247	29	3	0	0	1	0	1	0	0	0	6,831
Percent	0.0%	0.0%	1.1%	12.3%	49.5%	33.0%	3.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.0	mph	Mean (Average) Speed	28.9	mph
85th Percentile	32.4	mph	10 mph Pace	23.7 - 33.7	mph
95th Percentile	34.7	mph	Percent in Pace	84.01	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10



Friday, September 23, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	1	8	13	1	0	0	0	0	0	0	0	0	0	0	0	25
1:00 AM	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	1	1	7	1	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	3	16	10	2	0	0	0	0	0	0	0	0	0	0	0	31
6:00 AM	0	0	2	28	57	14	0	0	0	1	0	0	0	0	0	0	0	102
7:00 AM	0	2	7	65	114	38	3	0	0	0	0	0	0	0	0	0	0	229
8:00 AM	0	0	16	78	155	23	4	0	0	0	0	0	0	0	0	0	0	276
9:00 AM	0	0	11	78	118	41	0	0	0	0	0	0	0	0	0	0	0	248
10:00 AM	0	3	26	105	153	28	1	0	0	0	0	0	0	0	0	0	0	316
11:00 AM	3	5	44	189	174	25	0	0	0	0	0	0	0	3	0	0	0	443
12:00 PM	12	13	31	230	194	27	0	1	0	0	0	0	0	0	0	0	0	508
1:00 PM	0	1	34	234	215	33	1	0	0	0	0	0	0	0	0	0	0	518
2:00 PM	8	10	53	173	227	23	0	0	0	0	0	0	0	0	0	0	0	494
3:00 PM	4	12	81	341	276	25	2	0	0	0	0	0	0	0	0	0	0	741
4:00 PM	9	22	72	353	331	41	0	0	0	0	0	0	0	0	0	0	0	828
5:00 PM	10	43	102	291	382	45	1	0	0	0	0	0	0	0	0	0	0	874
6:00 PM	0	4	70	257	255	30	1	0	0	0	0	0	0	0	0	0	0	617
7:00 PM	0	2	48	167	135	26	1	0	0	0	0	0	0	0	0	0	0	379
8:00 PM	0	0	16	107	121	16	0	0	0	0	0	0	0	0	0	0	0	260
9:00 PM	0	3	11	78	78	14	0	0	0	0	0	0	0	0	0	0	0	184
10:00 PM	0	0	16	78	56	9	1	0	0	0	0	0	0	0	0	0	0	160
11:00 PM	0	0	0	21	18	7	0	1	0	0	0	0	0	0	0	0	0	47
Total	46	122	647	2,904	3,095	473	16	2	0	1	0	0	0	3	0	0	0	7,309
Percent	0.6%	1.7%	8.9%	39.7%	42.3%	6.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.9	mph	Mean (Average) Speed	24.6	mph
85th Percentile	28.4	mph	10 mph Pace	20.0 - 30.0	mph
95th Percentile	30.5	mph	Percent in Pace	82.0	%

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10



Friday, September 23, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	5	12	0	0	0	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	0	0	3	3	1	0	0	0	0	1	0	0	0	0	0	0	8
2:00 AM	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	3	12	6	0	0	0	0	0	0	0	0	0	0	0	21
4:00 AM	0	0	1	6	10	7	2	0	0	0	0	0	0	0	0	0	0	26
5:00 AM	0	0	1	23	44	27	7	0	0	0	0	0	0	0	0	0	0	102
6:00 AM	0	0	3	55	143	131	10	1	0	1	0	0	0	0	0	0	0	344
7:00 AM	0	1	0	45	287	223	32	2	1	0	0	0	0	0	0	0	0	591
8:00 AM	0	0	1	43	211	210	25	3	0	0	0	0	0	0	0	0	0	493
9:00 AM	0	0	1	65	238	170	28	2	1	0	0	0	0	0	0	0	0	505
10:00 AM	0	0	3	72	264	224	28	3	0	0	0	0	0	0	0	0	0	594
11:00 AM	1	1	14	57	228	147	23	6	2	0	0	0	0	0	0	0	0	479
12:00 PM	0	0	5	67	256	145	22	2	0	0	0	0	0	0	0	0	0	497
1:00 PM	0	1	9	47	224	157	11	1	0	0	0	0	0	0	0	0	0	450
2:00 PM	0	0	2	50	233	166	12	0	0	0	0	0	0	0	0	0	0	463
3:00 PM	1	0	6	50	277	174	29	0	1	0	0	0	0	0	0	0	0	538
4:00 PM	0	0	4	30	203	191	17	1	1	0	0	0	0	0	0	0	0	447
5:00 PM	0	0	4	45	225	165	19	2	1	0	0	0	0	0	0	0	0	461
6:00 PM	0	0	1	23	213	144	23	1	1	1	0	0	0	0	0	0	0	407
7:00 PM	0	0	3	45	155	72	11	3	0	0	0	0	0	0	0	0	0	289
8:00 PM	0	0	0	12	84	39	9	2	0	0	0	0	0	0	0	0	0	146
9:00 PM	0	0	0	22	51	18	2	1	0	1	0	0	0	0	0	0	0	95
10:00 PM	0	0	2	11	33	10	2	0	0	0	0	0	0	0	0	0	0	58
11:00 PM	0	0	0	6	12	5	1	0	0	0	0	0	0	0	0	0	0	24
Total	2	3	61	788	3,420	2,434	313	30	8	3	1	0	0	0	0	0	0	7,063
Percent	0.0%	0.0%	0.9%	11.2%	48.4%	34.5%	4.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.1	mph	Mean (Average) Speed	29.1	mph
85th Percentile	32.5	mph	10 mph Pace	24.2 - 34.2	mph
95th Percentile	35.0	mph	Percent in Pace	84.3	%

Location: Midland Ave BTWN Riverine & Devereux
Date Range: 9/17/2022 to 9/23/2022
Site Code: 10

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	10	9	2	1	0	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	1	3	5	2	0	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	2	10	10	3	1	1	0	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	2	20	45	14	1	0	0	0	0	0	0	0	0	0	0	82
7:00 AM	0	0	11	58	89	25	3	0	0	0	0	0	0	0	0	0	0	186
8:00 AM	1	3	15	77	124	30	2	0	0	0	0	0	0	0	0	0	0	252
9:00 AM	0	1	16	78	112	32	1	0	0	0	0	0	0	0	0	0	0	240
10:00 AM	0	1	17	112	140	29	2	0	0	0	0	0	0	0	0	0	0	301
11:00 AM	1	2	24	153	176	29	1	0	0	0	0	0	0	1	0	0	0	387
12:00 PM	2	5	28	184	197	30	1	0	0	0	0	0	0	0	0	0	0	447
1:00 PM	0	3	33	197	195	33	2	0	0	0	0	0	0	0	0	0	0	463
2:00 PM	2	7	40	207	219	26	1	0	0	0	0	0	0	0	0	0	0	502
3:00 PM	5	14	65	261	241	31	1	0	0	0	0	0	0	0	0	0	0	618
4:00 PM	3	14	75	304	260	28	1	0	0	0	0	0	0	0	0	0	0	685
5:00 PM	5	26	112	338	268	36	1	0	0	0	0	0	0	0	0	0	0	786
6:00 PM	1	10	78	235	214	36	1	0	0	0	0	0	0	0	0	0	0	575
7:00 PM	0	3	38	167	123	14	1	0	0	0	0	0	0	0	0	0	0	346
8:00 PM	0	2	15	100	84	15	1	0	0	0	0	0	0	0	0	0	0	217
9:00 PM	0	1	8	61	57	12	0	0	0	0	0	0	0	0	0	0	0	139
10:00 PM	0	0	6	35	29	8	1	0	0	0	0	0	0	0	0	0	0	79
11:00 PM	0	0	1	12	12	4	0	0	0	0	0	0	0	0	0	0	0	29
Total	20	92	590	2,630	2,618	446	23	1	0	0	0	0	0	1	0	0	0	6,421
Percent	0.3%	1.4%	9.2%	41.0%	40.8%	6.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	24.8	mph	Mean (Average) Speed	24.7	mph
85th Percentile	28.4	mph	10 mph Pace	19.9 - 29.9	mph
95th Percentile	30.8	mph	Percent in Pace	81.6	%

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 10

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	8	2	0	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	4	9	5	0	0	0	0	0	0	0	0	0	0	0	18
4:00 AM	0	0	1	6	13	6	1	0	0	0	0	0	0	0	0	0	0	27
5:00 AM	0	0	2	11	45	31	5	0	0	0	0	0	0	0	0	0	0	94
6:00 AM	0	1	5	38	125	96	15	1	0	0	0	0	0	0	0	0	0	281
7:00 AM	0	0	3	44	266	203	26	2	0	0	0	0	0	0	0	0	0	544
8:00 AM	0	0	5	59	262	205	21	3	0	0	0	0	0	0	0	0	0	555
9:00 AM	0	0	5	46	193	142	20	1	1	0	0	0	0	0	0	0	0	408
10:00 AM	0	0	3	51	207	147	21	2	0	0	0	0	0	0	0	0	0	431
11:00 AM	0	1	9	54	224	152	20	3	1	0	0	0	0	0	0	0	0	464
12:00 PM	0	1	7	57	250	160	19	2	0	0	0	0	0	0	0	0	0	496
1:00 PM	0	1	4	53	253	171	20	1	0	0	0	0	0	0	0	0	0	503
2:00 PM	0	0	6	52	222	159	17	1	0	0	0	0	0	0	0	0	0	457
3:00 PM	0	0	5	48	236	171	19	2	0	0	0	0	0	0	0	0	0	481
4:00 PM	0	0	3	44	223	160	16	1	0	0	0	0	0	0	0	0	0	447
5:00 PM	0	0	2	43	224	148	16	2	0	0	0	0	0	0	0	0	0	435
6:00 PM	0	0	2	32	171	114	15	2	0	0	0	0	0	0	0	0	0	336
7:00 PM	0	0	4	39	123	57	8	1	0	0	0	0	0	0	0	0	0	232
8:00 PM	0	0	2	24	64	35	4	0	0	0	0	0	0	0	0	0	0	129
9:00 PM	0	0	3	20	43	17	3	0	0	0	0	0	0	0	0	0	0	86
10:00 PM	0	0	1	10	23	13	2	0	0	0	0	0	0	0	0	0	0	49
11:00 PM	0	0	2	6	11	5	1	0	0	0	0	0	0	0	0	0	0	25
Total	0	4	76	750	3,202	2,203	269	24	2	0	0	0	0	0	0	0	0	6,530
Percent	0.0%	0.1%	1.2%	11.5%	49.0%	33.7%	4.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	29.1 mph	Mean (Average) Speed	29.0 mph
85th Percentile	32.5 mph	10 mph Pace	23.9 - 33.9 mph
95th Percentile	34.9 mph	Percent in Pace	84.1 %

Location: Midland Ave BTWN Riverine & Devereux
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 10

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	30	18	48	33	27	60	16	13	29	19	9	28	15	7	22	26	14	40	25	18	43	20	10	30
1:00 AM	13	14	27	21	18	39	8	16	24	6	8	14	10	11	21	11	12	23	6	8	14	9	10	19
2:00 AM	22	10	32	23	11	34	5	6	11	2	5	7	2	6	8	4	5	9	6	7	13	3	5	8
3:00 AM	7	16	23	8	16	24	7	21	28	3	14	17	5	15	20	9	22	31	6	21	27	6	17	23
4:00 AM	7	18	25	9	14	23	12	29	41	15	41	56	14	33	47	13	29	42	11	26	37	14	34	48
5:00 AM	26	43	69	15	26	41	26	118	144	26	124	150	35	130	165	27	123	150	31	102	133	29	126	155
6:00 AM	62	109	171	36	71	107	91	340	431	95	386	481	97	378	475	93	344	437	102	344	446	95	369	464
7:00 AM	102	208	310	57	105	162	236	743	979	222	749	971	248	729	977	217	692	909	229	591	820	229	723	952
8:00 AM	158	263	421	79	161	240	312	733	1,045	307	779	1,086	311	731	1,042	327	726	1,053	276	493	769	315	745	1,060
9:00 AM	206	361	567	179	264	443	245	397	642	291	429	720	264	444	708	251	451	702	248	505	753	269	441	710
10:00 AM	316	402	718	232	330	562	325	435	760	303	435	738	312	423	735	307	401	708	316	594	910	307	420	727
11:00 AM	395	455	850	326	439	765	444	621	1,065	384	412	796	372	432	804	344	413	757	443	479	922	367	419	786
12:00 PM	496	506	1,002	402	445	847	443	656	1,099	432	447	879	401	433	834	446	488	934	508	497	1,005	426	456	882
1:00 PM	436	537	973	417	428	845	438	773	1,211	422	467	889	542	482	1,024	468	377	845	518	450	968	477	442	919
2:00 PM	487	436	923	435	436	871	631	613	1,244	431	404	835	562	445	1,007	469	408	877	494	463	957	487	419	906
3:00 PM	487	375	862	444	423	867	722	679	1,401	661	455	1,116	654	405	1,059	616	491	1,107	741	538	1,279	644	450	1,094
4:00 PM	480	424	904	380	345	725	901	565	1,466	734	436	1,170	677	447	1,124	791	468	1,259	828	447	1,275	734	450	1,184
5:00 PM	459	374	833	353	357	710	1,050	481	1,531	897	505	1,402	940	427	1,367	923	435	1,358	874	461	1,335	920	456	1,376
6:00 PM	436	351	787	310	289	599	677	364	1,041	732	286	1,018	662	298	960	602	355	957	617	407	1,024	665	313	978
7:00 PM	354	212	566	239	203	442	346	248	594	379	229	608	371	196	567	357	253	610	379	289	668	369	226	595
8:00 PM	250	146	396	166	125	291	210	123	333	204	117	321	196	76	272	234	176	410	260	146	406	211	123	334
9:00 PM	161	110	271	99	93	192	127	76	203	122	72	194	111	81	192	169	81	250	184	95	279	134	78	212
10:00 PM	95	66	161	55	45	100	54	35	89	57	35	92	52	44	96	75	50	125	160	58	218	61	43	104
11:00 PM	47	43	90	23	27	50	15	23	38	16	22	38	30	15	45	25	17	42	47	24	71	24	18	42
Total	5,532	5,497	11,029	4,341	4,698	9,039	7,341	8,108	15,449	6,760	6,866	13,626	6,883	6,688	13,571	6,804	6,831	13,635	7,309	7,063	14,372	6,816	6,795	13,611
Percent	50%	50%	-	48%	52%	-	48%	52%	-	50%	50%	-	51%	49%	-	50%	50%	-	51%	49%	-	50%	50%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: W Wulfsohn E/O Midland Ave

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 11

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	58	2,781	1,105	315	1,363	4	0	2	4	1	0	0	0	5,633
Percent	1.0%	49.4%	19.6%	5.6%	24.2%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	56	4,232	1,781	243	1,013	20	0	5	4	1	0	0	0	7,355
Percent	0.8%	57.5%	24.2%	3.3%	13.8%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	114	7,013	2,886	558	2,376	24	0	7	8	2	0	0	0	12,988
Percent	0.9%	54.0%	22.2%	4.3%	18.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	2	1	2	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	2	1	0	0	0	0	0	0	0	0	6
6:00 AM	1	5	2	1	1	0	0	0	0	0	0	0	0	10
7:00 AM	0	10	4	2	8	0	0	0	0	0	0	0	0	24
8:00 AM	0	15	6	2	15	0	0	0	0	0	0	0	0	38
9:00 AM	0	15	6	4	6	0	0	0	0	0	0	0	0	31
10:00 AM	0	23	13	3	11	0	0	0	0	0	0	0	0	50
11:00 AM	0	12	12	3	17	0	0	0	0	0	0	0	0	44
12:00 PM	0	28	10	1	15	0	0	0	0	0	0	0	0	54
1:00 PM	0	35	14	2	15	0	0	0	0	0	0	0	0	66
2:00 PM	1	40	17	1	16	0	0	0	0	0	0	0	0	75
3:00 PM	0	31	10	2	19	0	0	0	0	0	0	0	0	62
4:00 PM	1	33	11	5	10	0	0	0	0	0	0	0	0	60
5:00 PM	2	35	14	3	15	0	0	0	0	0	0	0	0	69
6:00 PM	0	53	12	3	11	0	0	0	0	0	0	0	0	79
7:00 PM	0	27	7	2	11	0	0	0	0	0	0	0	0	47
8:00 PM	0	32	10	4	4	0	0	0	0	0	0	0	0	50
9:00 PM	0	16	1	4	6	0	0	0	0	0	0	0	0	27
10:00 PM	0	6	2	1	3	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	2	2	0	0	0	0	0	0	0	0	0	7
Total	5	427	156	51	189	0	0	0	0	0	0	0	0	828
Percent	0.6%	51.6%	18.8%	6.2%	22.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	2	0	2	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	0	3	2	0	0	0	0	0	0	0	0	8
5:00 AM	0	2	1	3	4	0	0	0	0	0	0	0	0	10
6:00 AM	0	4	5	5	5	0	0	0	0	0	0	0	0	19
7:00 AM	0	16	10	1	10	0	0	0	0	0	0	0	0	37
8:00 AM	0	23	16	2	7	0	0	0	0	0	0	0	0	48
9:00 AM	0	32	17	0	5	0	0	0	0	0	0	0	0	54
10:00 AM	0	37	20	3	11	0	0	0	0	0	0	0	0	71
11:00 AM	0	55	22	0	14	0	0	0	0	0	0	0	0	91
12:00 PM	0	44	17	2	12	0	0	0	0	0	0	0	0	75
1:00 PM	0	74	27	2	4	1	0	0	0	0	0	0	0	108
2:00 PM	1	50	26	3	15	0	0	0	0	0	0	0	0	95
3:00 PM	0	45	17	3	9	1	0	0	0	0	0	0	0	75
4:00 PM	1	51	15	1	7	0	0	0	0	0	0	0	0	75
5:00 PM	0	44	15	3	5	0	0	0	0	0	0	0	0	67
6:00 PM	0	51	15	3	2	0	0	0	0	0	0	0	0	71
7:00 PM	0	39	15	2	4	0	0	0	0	0	0	0	0	60
8:00 PM	0	19	7	3	0	1	0	0	0	0	0	0	0	30
9:00 PM	0	13	1	1	3	0	0	0	0	0	0	0	0	18
10:00 PM	0	8	2	1	1	0	0	0	0	0	0	0	0	12
11:00 PM	0	6	1	2	0	0	0	0	0	0	0	0	0	9
Total	2	626	252	43	122	3	0	0	0	0	0	0	0	1,048
Percent	0.2%	59.7%	24.0%	4.1%	11.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	2	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	0	3	2	0	0	0	0	0	0	0	0	8
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	4
7:00 AM	0	11	1	2	6	0	0	0	0	0	0	0	0	20
8:00 AM	0	11	4	2	6	0	0	0	0	0	0	0	0	23
9:00 AM	0	11	5	2	7	0	0	0	0	0	0	0	0	25
10:00 AM	1	21	7	4	13	0	0	0	0	0	0	0	0	46
11:00 AM	0	19	20	4	11	0	0	0	0	0	0	0	0	54
12:00 PM	0	30	10	0	16	0	0	0	0	0	0	0	0	56
1:00 PM	1	35	12	1	11	0	0	0	0	0	0	0	0	60
2:00 PM	0	30	7	1	12	0	0	0	0	0	0	0	0	50
3:00 PM	3	38	6	1	18	0	0	0	0	0	0	0	0	66
4:00 PM	3	25	9	4	7	0	0	0	0	0	0	0	0	48
5:00 PM	0	26	9	3	9	0	0	0	0	0	0	0	0	47
6:00 PM	0	25	7	2	12	0	0	1	0	0	0	0	0	47
7:00 PM	3	26	6	5	15	0	0	0	0	0	0	0	0	55
8:00 PM	0	10	4	3	4	0	0	0	0	0	0	0	0	21
9:00 PM	0	10	3	2	4	0	0	0	0	0	0	0	0	19
10:00 PM	0	6	3	1	2	0	0	0	0	0	0	0	0	12
11:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	11	349	113	46	162	0	0	1	0	0	0	0	0	682
Percent	1.6%	51.2%	16.6%	6.7%	23.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	3	1	0	0	0	0	0	0	0	0	5
5:00 AM	0	2	0	3	3	0	0	0	0	0	0	0	0	8
6:00 AM	0	1	0	3	3	0	0	0	0	0	0	0	0	7
7:00 AM	0	6	8	2	3	0	0	0	0	0	0	0	0	19
8:00 AM	0	15	6	2	8	0	0	0	0	0	0	0	0	31
9:00 AM	1	26	10	1	11	0	0	0	0	0	0	0	0	49
10:00 AM	0	40	10	1	7	0	0	0	0	0	0	0	0	58
11:00 AM	0	34	23	0	9	0	0	0	0	0	0	0	0	66
12:00 PM	0	52	23	1	8	0	0	0	0	0	0	0	0	84
1:00 PM	2	46	16	5	9	0	0	0	0	0	0	0	0	78
2:00 PM	0	57	18	4	10	0	0	0	0	0	0	0	0	89
3:00 PM	2	51	14	0	13	0	0	0	0	0	0	0	0	80
4:00 PM	4	39	15	1	9	0	0	0	0	0	0	0	0	68
5:00 PM	0	56	20	2	9	1	0	1	0	0	0	0	0	89
6:00 PM	2	50	14	3	7	0	0	0	0	0	0	0	0	76
7:00 PM	0	30	6	0	4	0	0	0	0	0	0	0	0	40
8:00 PM	1	19	2	3	1	0	0	0	0	0	0	0	0	26
9:00 PM	0	13	1	0	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
Total	12	557	190	36	118	1	0	1	0	0	0	0	0	915
Percent	1.3%	60.9%	20.8%	3.9%	12.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	2	1	0	0	0	0	0	0	0	0	6
6:00 AM	1	8	3	1	2	0	0	0	0	0	0	0	0	15
7:00 AM	1	20	6	1	8	0	0	0	0	0	0	0	0	36
8:00 AM	0	17	7	2	7	0	0	0	0	0	0	0	0	33
9:00 AM	1	14	5	2	13	0	0	0	0	0	0	0	0	35
10:00 AM	0	23	7	4	11	0	0	0	0	0	0	0	0	45
11:00 AM	1	31	8	2	13	0	0	0	0	0	0	0	0	55
12:00 PM	0	46	8	1	11	0	0	0	0	0	0	0	0	66
1:00 PM	0	40	17	3	13	0	0	0	0	0	0	0	0	73
2:00 PM	1	22	12	3	8	0	0	0	0	0	0	0	0	46
3:00 PM	1	30	12	2	15	0	0	0	0	0	0	0	0	60
4:00 PM	1	26	12	4	9	0	0	0	0	0	0	0	0	52
5:00 PM	2	47	12	3	22	0	0	0	0	0	0	0	0	86
6:00 PM	0	31	19	2	20	0	0	0	0	0	0	0	0	72
7:00 PM	1	31	3	1	14	0	0	0	0	0	0	0	0	50
8:00 PM	0	21	4	3	7	0	0	0	0	0	0	0	0	35
9:00 PM	2	10	2	5	5	0	0	0	0	0	0	0	0	24
10:00 PM	0	4	3	0	5	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	0	1	1	0	0	0	0	0	0	0	0	5
Total	12	428	142	45	188	0	0	0	1	0	0	0	0	816
Percent	1.5%	52.5%	17.4%	5.5%	23.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	3	1	0	0	0	0	0	0	0	0	6
5:00 AM	0	8	0	4	5	0	0	0	0	0	0	0	0	17
6:00 AM	1	13	4	4	10	0	0	0	0	0	0	0	0	32
7:00 AM	0	31	24	2	18	0	0	0	0	0	0	0	0	75
8:00 AM	0	33	15	2	7	1	0	0	0	0	0	0	0	58
9:00 AM	0	28	15	1	10	0	0	0	0	0	0	0	0	54
10:00 AM	0	35	14	2	10	0	0	0	0	0	0	0	0	61
11:00 AM	0	54	28	0	10	0	0	0	0	0	0	0	0	92
12:00 PM	1	48	18	1	10	0	0	0	0	0	0	0	0	78
1:00 PM	1	66	23	2	12	0	0	0	0	0	0	0	0	104
2:00 PM	1	59	10	0	11	0	0	0	0	0	0	0	0	81
3:00 PM	2	51	16	2	11	0	0	0	0	0	0	0	0	82
4:00 PM	1	57	32	1	11	0	0	0	0	0	0	0	0	102
5:00 PM	1	44	14	4	5	0	0	0	0	0	0	0	0	68
6:00 PM	0	50	21	1	3	1	0	0	0	0	0	0	0	76
7:00 PM	2	32	10	0	6	0	0	0	0	0	0	0	0	50
8:00 PM	0	13	8	3	1	0	0	0	0	0	0	0	0	25
9:00 PM	0	11	2	1	1	0	0	0	0	0	0	0	0	15
10:00 PM	1	5	1	1	1	0	0	0	0	0	0	0	0	9
11:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
Total	12	647	255	34	145	2	0	0	1	0	0	0	0	1,096
Percent	1.1%	59.0%	23.3%	3.1%	13.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	6	2	2	1	0	0	0	0	0	0	0	0	11
6:00 AM	1	12	8	1	5	0	0	0	0	0	0	0	0	27
7:00 AM	1	14	8	2	7	0	0	0	0	0	0	0	0	32
8:00 AM	0	17	3	2	8	0	0	0	0	0	0	0	0	30
9:00 AM	1	17	6	4	11	0	0	1	0	0	0	0	0	40
10:00 AM	1	19	7	4	19	0	0	0	0	0	0	0	0	50
11:00 AM	0	17	11	2	25	0	0	0	0	0	0	0	0	55
12:00 PM	1	28	14	2	10	0	0	0	0	0	0	0	0	55
1:00 PM	3	36	12	3	11	0	0	0	0	0	0	0	0	65
2:00 PM	0	28	11	2	11	0	0	0	0	0	0	0	0	52
3:00 PM	0	26	13	2	20	0	0	0	0	0	0	0	0	61
4:00 PM	2	37	17	2	11	0	0	0	0	0	0	0	0	69
5:00 PM	1	34	10	4	8	0	0	0	0	0	0	0	0	57
6:00 PM	0	35	11	3	14	1	0	0	0	0	0	0	0	64
7:00 PM	0	19	13	2	17	0	0	0	0	0	0	0	0	51
8:00 PM	0	12	7	2	9	0	0	0	0	0	0	0	0	30
9:00 PM	0	12	1	3	2	0	0	0	0	0	0	0	0	18
10:00 PM	0	5	2	1	1	0	0	0	0	0	0	0	0	9
11:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Total	11	379	156	49	195	1	0	1	0	0	0	0	0	792
Percent	1.4%	47.9%	19.7%	6.2%	24.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	3	0	2	4	0	0	0	0	0	0	0	0	9
5:00 AM	0	8	3	4	4	0	0	0	0	0	0	0	0	19
6:00 AM	1	9	8	4	8	0	0	0	0	0	0	0	0	30
7:00 AM	0	43	19	2	17	0	0	0	0	0	0	0	0	81
8:00 AM	0	30	16	2	12	0	0	0	0	0	0	0	0	60
9:00 AM	0	31	15	0	9	0	0	0	0	0	0	0	0	55
10:00 AM	0	30	14	2	13	0	0	0	0	0	0	0	0	59
11:00 AM	0	38	19	0	15	0	0	0	0	0	0	0	0	72
12:00 PM	1	55	16	1	7	1	0	0	0	0	0	0	0	81
1:00 PM	0	46	20	2	13	0	0	0	0	0	0	0	0	81
2:00 PM	0	39	19	2	11	0	0	0	0	0	0	0	0	71
3:00 PM	2	42	19	1	10	0	0	0	0	0	0	0	0	74
4:00 PM	1	52	26	2	13	0	0	0	0	0	0	0	0	94
5:00 PM	1	59	25	1	8	0	0	0	0	0	0	0	0	94
6:00 PM	0	34	18	1	7	0	0	0	0	0	0	0	0	60
7:00 PM	0	32	20	2	5	0	0	1	0	0	0	0	0	60
8:00 PM	0	19	4	3	0	1	0	0	0	0	0	0	0	27
9:00 PM	0	14	2	1	1	0	0	0	0	0	0	0	0	18
10:00 PM	0	4	2	0	2	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	0	3	0	0	0	0	0	0	0	0	0	5
Total	7	595	265	36	159	2	0	1	0	0	0	0	0	1,065
Percent	0.7%	55.9%	24.9%	3.4%	14.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	2	3	2	1	0	0	0	0	0	0	0	0	8
6:00 AM	0	8	7	1	3	0	0	0	0	0	0	0	0	19
7:00 AM	0	21	11	2	8	0	0	0	0	0	0	0	0	42
8:00 AM	0	10	7	3	14	0	0	0	0	0	0	0	0	34
9:00 AM	0	14	11	2	7	0	0	0	0	0	0	0	0	34
10:00 AM	0	17	7	3	16	0	0	0	0	0	0	0	0	43
11:00 AM	0	24	10	4	11	0	0	0	0	0	0	0	0	49
12:00 PM	0	23	13	1	16	0	0	0	0	0	0	0	0	53
1:00 PM	0	35	15	3	19	1	0	0	0	0	0	0	0	73
2:00 PM	1	33	10	3	13	0	0	0	1	0	0	0	0	61
3:00 PM	0	37	17	1	6	0	0	0	0	0	0	0	0	61
4:00 PM	0	25	19	2	15	0	0	0	0	0	0	0	0	61
5:00 PM	1	34	15	3	17	0	0	0	0	0	0	0	0	70
6:00 PM	0	26	15	3	19	0	0	0	0	0	0	0	0	63
7:00 PM	4	20	13	2	19	0	0	0	0	0	0	0	0	58
8:00 PM	0	13	3	1	8	0	0	0	0	0	0	0	0	25
9:00 PM	0	13	6	2	6	0	0	0	0	0	0	0	0	27
10:00 PM	0	6	2	1	2	0	0	0	0	0	0	0	0	11
11:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	0	5
Total	6	366	185	43	208	1	0	0	1	0	0	0	0	810
Percent	0.7%	45.2%	22.8%	5.3%	25.7%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	6
5:00 AM	0	7	2	3	5	0	0	0	0	0	0	0	0	17
6:00 AM	1	6	5	3	12	0	0	0	0	0	0	0	0	27
7:00 AM	0	28	28	3	16	0	0	0	0	0	0	0	0	75
8:00 AM	0	37	24	2	8	0	0	0	0	1	0	0	0	72
9:00 AM	0	25	15	0	12	0	0	0	0	0	0	0	0	52
10:00 AM	0	37	22	3	7	0	0	0	0	0	0	0	0	69
11:00 AM	0	48	25	0	9	1	0	0	0	0	0	0	0	83
12:00 PM	0	43	21	1	10	1	0	1	1	0	0	0	0	78
1:00 PM	2	58	29	4	8	0	0	0	0	0	0	0	0	101
2:00 PM	0	54	8	1	7	0	0	0	0	0	0	0	0	70
3:00 PM	0	38	20	2	9	0	0	0	0	0	0	0	0	69
4:00 PM	0	47	23	0	19	1	0	0	0	0	0	0	0	90
5:00 PM	0	55	22	1	5	1	0	0	0	0	0	0	0	84
6:00 PM	4	39	13	0	6	0	0	0	0	0	0	0	0	62
7:00 PM	0	34	11	1	4	1	0	0	0	0	0	0	0	51
8:00 PM	1	5	4	1	3	0	0	0	0	0	0	0	0	14
9:00 PM	0	12	4	0	3	0	0	0	0	0	0	0	0	19
10:00 PM	0	7	0	0	3	0	0	0	0	0	0	0	0	10
11:00 PM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
Total	8	585	277	28	150	5	0	1	1	1	0	0	0	1,056
Percent	0.8%	55.4%	26.2%	2.7%	14.2%	0.5%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	2
5:00 AM	0	2	1	2	1	0	0	0	0	0	0	0	0	6
6:00 AM	1	8	2	1	2	0	0	0	0	0	0	0	0	14
7:00 AM	1	14	13	1	9	0	0	0	0	0	0	0	0	38
8:00 AM	0	12	4	2	11	0	0	0	0	0	0	0	0	29
9:00 AM	0	25	9	2	10	0	0	0	0	0	0	0	0	46
10:00 AM	0	18	11	3	12	0	0	0	0	0	0	0	0	44
11:00 AM	0	14	8	3	12	0	0	0	0	0	0	0	0	37
12:00 PM	0	33	16	1	17	0	0	0	0	0	0	0	0	67
1:00 PM	0	45	17	3	15	0	0	0	0	0	0	0	0	80
2:00 PM	0	30	9	1	13	0	0	0	0	0	0	0	0	53
3:00 PM	0	30	14	4	11	0	0	0	0	0	0	0	0	59
4:00 PM	0	33	12	3	12	0	0	0	0	0	0	0	0	60
5:00 PM	2	30	14	2	12	0	0	0	0	0	0	0	0	60
6:00 PM	0	37	21	2	18	0	0	0	0	0	0	0	0	78
7:00 PM	1	29	6	2	12	0	0	0	0	0	0	0	0	50
8:00 PM	0	13	11	2	8	0	0	0	0	0	0	0	0	34
9:00 PM	0	22	6	2	7	0	0	0	0	0	0	0	0	37
10:00 PM	0	5	0	2	1	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	1	1	1	0	0	0	0	0	0	0	0	5
Total	5	405	176	40	192	0	0	0	1	0	0	0	0	819
Percent	0.6%	49.5%	21.5%	4.9%	23.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	2	0	0	0	0	0	1	0	0	0	0	5
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	6
5:00 AM	0	6	2	3	3	0	0	0	0	0	0	0	0	14
6:00 AM	1	4	15	4	6	0	0	0	0	0	0	0	0	30
7:00 AM	0	26	16	2	12	1	0	0	0	0	0	0	0	57
8:00 AM	0	40	24	2	9	0	0	0	0	0	0	0	0	75
9:00 AM	0	25	16	1	11	1	0	0	0	0	0	0	0	54
10:00 AM	0	38	25	2	11	0	0	0	0	0	0	0	0	76
11:00 AM	0	32	18	0	12	0	0	0	0	0	0	0	0	62
12:00 PM	0	52	25	2	11	0	0	1	0	0	0	0	0	91
1:00 PM	0	37	25	3	10	0	0	0	0	0	0	0	0	75
2:00 PM	0	43	24	1	11	0	0	0	0	0	0	0	0	79
3:00 PM	1	48	18	0	15	0	0	0	0	0	0	0	0	82
4:00 PM	1	51	18	3	5	0	0	0	0	0	0	0	0	78
5:00 PM	1	58	19	3	8	0	0	0	0	0	0	0	0	89
6:00 PM	0	45	19	0	13	0	0	0	0	0	0	0	0	77
7:00 PM	0	28	16	3	4	1	0	0	0	0	0	0	0	52
8:00 PM	0	22	4	2	3	0	0	0	0	0	0	0	0	31
9:00 PM	0	13	3	1	1	1	0	0	0	0	0	0	0	19
10:00 PM	0	7	3	0	2	0	0	0	0	0	0	0	0	12
11:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Total	4	583	293	36	152	4	0	1	1	0	0	0	0	1,074
Percent	0.4%	54.3%	27.3%	3.4%	14.2%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	3	1	1	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
6:00 AM	1	8	6	1	4	0	0	0	0	0	0	0	0	20
7:00 AM	0	18	10	2	8	0	0	0	0	0	0	0	0	38
8:00 AM	1	12	9	0	9	0	0	0	0	0	0	0	0	31
9:00 AM	1	19	4	1	14	1	0	0	0	0	0	0	0	40
10:00 AM	0	18	6	3	21	0	0	0	0	0	0	0	0	48
11:00 AM	1	17	8	3	16	1	0	0	0	0	0	0	0	46
12:00 PM	2	25	8	1	21	0	0	0	0	0	0	0	0	57
1:00 PM	0	45	16	1	15	0	0	0	0	0	0	0	0	77
2:00 PM	0	26	15	2	20	0	0	0	0	0	0	0	0	63
3:00 PM	0	27	15	2	13	0	0	0	0	0	0	0	0	57
4:00 PM	0	35	13	1	15	0	0	0	1	1	0	0	0	66
5:00 PM	0	40	18	3	18	0	0	0	0	0	0	0	0	79
6:00 PM	1	45	20	3	16	0	0	0	0	0	0	0	0	85
7:00 PM	0	26	13	5	13	0	0	0	0	0	0	0	0	57
8:00 PM	0	20	2	3	6	0	0	0	0	0	0	0	0	31
9:00 PM	1	12	7	3	7	0	0	0	0	0	0	0	0	30
10:00 PM	0	22	3	1	7	0	0	0	0	0	0	0	0	33
11:00 PM	0	5	3	1	1	0	0	0	0	0	0	0	0	10
Total	8	427	177	41	229	2	0	0	1	1	0	0	0	886
Percent	0.9%	48.2%	20.0%	4.6%	25.8%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	3	2	0	0	0	0	0	0	0	0	5
5:00 AM	0	11	2	2	3	0	0	1	0	0	0	0	0	19
6:00 AM	0	5	7	2	5	0	0	0	0	0	0	0	0	19
7:00 AM	0	16	18	1	17	1	0	0	0	0	0	0	0	53
8:00 AM	0	18	18	1	11	0	0	0	0	0	0	0	0	48
9:00 AM	1	33	15	1	8	1	0	0	0	0	0	0	0	59
10:00 AM	0	39	17	2	16	1	0	0	1	0	0	0	0	76
11:00 AM	1	55	22	0	14	0	0	0	0	0	0	0	0	92
12:00 PM	0	54	19	2	11	0	0	0	0	0	0	0	0	86
1:00 PM	0	48	16	2	16	0	0	0	0	0	0	0	0	82
2:00 PM	1	42	28	1	14	0	0	0	0	0	0	0	0	86
3:00 PM	2	57	14	2	8	0	0	0	0	0	0	0	0	83
4:00 PM	0	57	16	1	7	0	0	0	0	0	0	0	0	81
5:00 PM	1	56	17	2	9	0	0	0	0	0	0	0	0	85
6:00 PM	1	46	15	2	7	0	0	0	0	0	0	0	0	71
7:00 PM	2	38	14	0	6	0	0	0	0	0	0	0	0	60
8:00 PM	0	28	7	5	2	0	0	0	0	0	0	0	0	42
9:00 PM	1	17	1	1	4	0	0	0	0	0	0	0	0	24
10:00 PM	0	9	1	0	4	0	0	0	0	0	0	0	0	14
11:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
Total	11	639	249	30	167	3	0	1	1	0	0	0	0	1,101
Percent	1.0%	58.0%	22.6%	2.7%	15.2%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	1	2	1	0	0	0	0	0	0	0	0	6
6:00 AM	1	7	4	1	3	0	0	0	0	0	0	0	0	16
7:00 AM	0	15	8	2	8	0	0	0	0	0	0	0	0	33
8:00 AM	0	13	6	2	10	0	0	0	0	0	0	0	0	31
9:00 AM	0	16	7	2	10	0	0	0	0	0	0	0	0	35
10:00 AM	0	20	8	3	15	0	0	0	0	0	0	0	0	46
11:00 AM	0	19	11	3	15	0	0	0	0	0	0	0	0	48
12:00 PM	0	30	11	1	15	0	0	0	0	0	0	0	0	57
1:00 PM	1	39	15	2	14	0	0	0	0	0	0	0	0	71
2:00 PM	0	30	12	2	13	0	0	0	0	0	0	0	0	57
3:00 PM	1	31	12	2	15	0	0	0	0	0	0	0	0	61
4:00 PM	1	31	13	3	11	0	0	0	0	0	0	0	0	59
5:00 PM	1	35	13	3	14	0	0	0	0	0	0	0	0	66
6:00 PM	0	36	15	3	16	0	0	0	0	0	0	0	0	70
7:00 PM	1	25	9	3	14	0	0	0	0	0	0	0	0	52
8:00 PM	0	17	6	3	7	0	0	0	0	0	0	0	0	33
9:00 PM	0	14	4	3	5	0	0	0	0	0	0	0	0	26
10:00 PM	0	8	2	1	3	0	0	0	0	0	0	0	0	14
11:00 PM	0	2	1	1	1	0	0	0	0	0	0	0	0	5
Total	6	395	158	46	194	0	0	0	0	0	0	0	0	799
Percent	0.8%	49.4%	19.8%	5.8%	24.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	3	2	0	0	0	0	0	0	0	0	6
5:00 AM	0	6	1	3	4	0	0	0	0	0	0	0	0	14
6:00 AM	1	6	6	4	7	0	0	0	0	0	0	0	0	24
7:00 AM	0	24	18	2	13	0	0	0	0	0	0	0	0	57
8:00 AM	0	28	17	2	9	0	0	0	0	0	0	0	0	56
9:00 AM	0	29	15	1	9	0	0	0	0	0	0	0	0	54
10:00 AM	0	37	17	2	11	0	0	0	0	0	0	0	0	67
11:00 AM	0	45	22	0	12	0	0	0	0	0	0	0	0	79
12:00 PM	0	50	20	1	10	0	0	0	0	0	0	0	0	81
1:00 PM	1	54	22	3	10	0	0	0	0	0	0	0	0	90
2:00 PM	0	49	19	2	11	0	0	0	0	0	0	0	0	81
3:00 PM	1	47	17	1	11	0	0	0	0	0	0	0	0	77
4:00 PM	1	51	21	1	10	0	0	0	0	0	0	0	0	84
5:00 PM	1	53	19	2	7	0	0	0	0	0	0	0	0	82
6:00 PM	1	45	16	1	6	0	0	0	0	0	0	0	0	69
7:00 PM	1	33	13	1	5	0	0	0	0	0	0	0	0	53
8:00 PM	0	18	5	3	1	0	0	0	0	0	0	0	0	27
9:00 PM	0	13	2	1	2	0	0	0	0	0	0	0	0	18
10:00 PM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
11:00 PM	0	3	1	1	1	0	0	0	0	0	0	0	0	6
Total	7	605	252	34	144	0	0	0	0	0	0	0	0	1,042
Percent	0.7%	58.1%	24.2%	3.3%	13.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	2	2	1	0	0	0	0	0	0	0	0	8
6:00 AM	1	9	6	1	3	0	0	0	0	0	0	0	0	20
7:00 AM	1	16	11	2	8	0	0	0	0	0	0	0	0	37
8:00 AM	0	13	5	2	11	0	0	0	0	0	0	0	0	31
9:00 AM	0	19	9	3	9	0	0	0	0	0	0	0	0	40
10:00 AM	0	18	8	3	16	0	0	0	0	0	0	0	0	46
11:00 AM	0	18	10	3	16	0	0	0	0	0	0	0	0	47
12:00 PM	0	28	14	1	14	0	0	0	0	0	0	0	0	58
1:00 PM	1	39	15	3	15	0	0	0	0	0	0	0	0	73
2:00 PM	0	30	10	2	12	0	0	0	0	0	0	0	0	55
3:00 PM	0	31	15	2	12	0	0	0	0	0	0	0	0	60
4:00 PM	1	32	16	2	13	0	0	0	0	0	0	0	0	63
5:00 PM	1	33	13	3	12	0	0	0	0	0	0	0	0	62
6:00 PM	0	33	16	3	17	0	0	0	0	0	0	0	0	68
7:00 PM	2	23	11	2	16	0	0	0	0	0	0	0	0	53
8:00 PM	0	13	7	2	8	0	0	0	0	0	0	0	0	30
9:00 PM	0	16	4	2	5	0	0	0	0	0	0	0	0	27
10:00 PM	0	5	1	1	1	0	0	0	0	0	0	0	0	9
11:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
Total	7	383	172	44	198	1	0	0	1	0	0	0	0	807
Percent	0.9%	47.5%	21.4%	5.5%	24.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	7
5:00 AM	0	7	2	3	4	0	0	0	0	0	0	0	0	17
6:00 AM	1	6	9	4	9	0	0	0	0	0	0	0	0	29
7:00 AM	0	32	21	2	15	0	0	0	0	0	0	0	0	71
8:00 AM	0	36	21	2	10	0	0	0	0	0	0	0	0	69
9:00 AM	0	27	15	0	11	0	0	0	0	0	0	0	0	54
10:00 AM	0	35	20	2	10	0	0	0	0	0	0	0	0	68
11:00 AM	0	39	21	0	12	0	0	0	0	0	0	0	0	72
12:00 PM	0	50	21	1	9	1	0	1	0	0	0	0	0	83
1:00 PM	1	47	25	3	10	0	0	0	0	0	0	0	0	86
2:00 PM	0	45	17	1	10	0	0	0	0	0	0	0	0	73
3:00 PM	1	43	19	1	11	0	0	0	0	0	0	0	0	75
4:00 PM	1	50	22	2	12	0	0	0	0	0	0	0	0	87
5:00 PM	1	57	22	2	7	0	0	0	0	0	0	0	0	89
6:00 PM	1	39	17	0	9	0	0	0	0	0	0	0	0	66
7:00 PM	0	31	16	2	4	1	0	0	0	0	0	0	0	54
8:00 PM	0	15	4	2	2	0	0	0	0	0	0	0	0	24
9:00 PM	0	13	3	1	2	0	0	0	0	0	0	0	0	19
10:00 PM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
11:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	4
Total	6	588	278	33	154	4	0	1	1	0	0	0	0	1,065
Percent	0.6%	55.2%	26.1%	3.1%	14.4%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: W Wulfsohn E/O Midland Ave

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 11

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	1	5	24	234	1,258	2,167	1,379	438	101	15	6	4	1	0	0	0	0	5,633
Percent	0.0%	0.1%	0.4%	4.2%	22.3%	38.5%	24.5%	7.8%	1.8%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	4	5	58	562	2,425	2,928	1,103	210	46	9	2	1	1	0	1	0	0	7,355
Percent	0.1%	0.1%	0.8%	7.6%	33.0%	39.8%	15.0%	2.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	5	10	82	796	3,683	5,095	2,482	648	147	24	8	5	2	0	1	0	0	12,988
Percent	0.0%	0.1%	0.6%	6.1%	28.4%	39.2%	19.1%	5.0%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			Eastbound		
50th Percentile (Median)	32.9	mph	Mean (Average) Speed	33.3	mph
85th Percentile	38.6	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	42.4	mph	Percent in Pace	68.0	%
Westbound			Westbound		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	31.1	mph
85th Percentile	35.7	mph	10 mph Pace	25.8 - 35.8	mph
95th Percentile	39.1	mph	Percent in Pace	73.5	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11

Saturday, September 17, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	10
7:00 AM	0	0	0	1	4	7	7	3	2	0	0	0	0	0	0	0	0	24
8:00 AM	0	0	0	1	11	12	11	2	1	0	0	0	0	0	0	0	0	38
9:00 AM	0	0	0	3	7	13	4	3	0	1	0	0	0	0	0	0	0	31
10:00 AM	0	0	0	0	11	21	11	6	1	0	0	0	0	0	0	0	0	50
11:00 AM	0	0	0	0	6	18	15	4	1	0	0	0	0	0	0	0	0	44
12:00 PM	0	0	0	0	10	23	14	5	2	0	0	0	0	0	0	0	0	54
1:00 PM	0	0	0	2	5	29	20	9	1	0	0	0	0	0	0	0	0	66
2:00 PM	0	0	0	1	10	30	24	7	3	0	0	0	0	0	0	0	0	75
3:00 PM	0	0	0	0	14	20	19	7	2	0	0	0	0	0	0	0	0	62
4:00 PM	0	0	1	3	6	28	19	1	1	1	0	0	0	0	0	0	0	60
5:00 PM	0	0	0	1	18	27	12	9	2	0	0	0	0	0	0	0	0	69
6:00 PM	0	0	0	4	18	38	14	4	1	0	0	0	0	0	0	0	0	79
7:00 PM	0	0	0	4	10	16	12	4	1	0	0	0	0	0	0	0	0	47
8:00 PM	0	0	0	3	12	12	13	9	1	0	0	0	0	0	0	0	0	50
9:00 PM	0	0	0	2	5	10	8	2	0	0	0	0	0	0	0	0	0	27
10:00 PM	0	0	0	0	6	2	3	0	1	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	1	0	3	1	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	2	27	169	318	212	78	20	2	0	0	0	0	0	0	0	828
Percent	0.0%	0.0%	0.2%	3.3%	20.4%	38.4%	25.6%	9.4%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.2	mph	Mean (Average) Speed	33.7	mph
85th Percentile	39.2	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	42.3	mph	Percent in Pace	66.9	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11

Saturday, September 17, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	3	4	1	0	2	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	0	0	3	7	7	1	1	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	0	0	2	12	16	7	0	0	0	0	0	0	0	0	0	0	37
8:00 AM	0	0	0	4	19	15	8	1	1	0	0	0	0	0	0	0	0	48
9:00 AM	0	0	0	2	23	19	10	0	0	0	0	0	0	0	0	0	0	54
10:00 AM	0	0	0	1	21	35	13	0	1	0	0	0	0	0	0	0	0	71
11:00 AM	0	0	0	3	34	39	10	5	0	0	0	0	0	0	0	0	0	91
12:00 PM	0	0	0	2	22	28	15	5	2	1	0	0	0	0	0	0	0	75
1:00 PM	0	0	0	8	38	39	20	1	2	0	0	0	0	0	0	0	0	108
2:00 PM	0	0	0	6	29	39	16	4	1	0	0	0	0	0	0	0	0	95
3:00 PM	0	0	0	4	23	31	15	1	1	0	0	0	0	0	0	0	0	75
4:00 PM	0	1	0	4	13	35	18	2	1	1	0	0	0	0	0	0	0	75
5:00 PM	0	0	0	3	15	29	16	2	1	0	1	0	0	0	0	0	0	67
6:00 PM	0	0	0	4	23	33	9	2	0	0	0	0	0	0	0	0	0	71
7:00 PM	0	0	0	3	20	22	11	4	0	0	0	0	0	0	0	0	0	60
8:00 PM	0	0	0	5	13	6	6	0	0	0	0	0	0	0	0	0	0	30
9:00 PM	0	0	0	3	4	6	5	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	0	0	0	4	5	2	1	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	1	1	3	3	0	1	0	0	0	0	0	0	0	0	0	9
Total	0	2	5	69	332	412	183	32	10	2	1	0	0	0	0	0	0	1,048
Percent	0.0%	0.2%	0.5%	6.6%	31.7%	39.3%	17.5%	3.1%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.4	mph	Mean (Average) Speed	31.5	mph
85th Percentile	36.2	mph	10 mph Pace	26.1 - 36.1	mph
95th Percentile	39.5	mph	Percent in Pace	73.57	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11



Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	2	6	7	1	4	0	0	0	0	0	0	0	0	0	20
8:00 AM	0	0	0	1	3	7	7	2	3	0	0	0	0	0	0	0	0	23
9:00 AM	0	0	0	1	5	9	9	1	0	0	0	0	0	0	0	0	0	25
10:00 AM	0	0	0	3	8	18	15	0	2	0	0	0	0	0	0	0	0	46
11:00 AM	0	0	0	0	12	21	15	5	1	0	0	0	0	0	0	0	0	54
12:00 PM	0	0	0	2	14	17	15	8	0	0	0	0	0	0	0	0	0	56
1:00 PM	0	0	0	1	10	26	21	2	0	0	0	0	0	0	0	0	0	60
2:00 PM	0	0	0	2	8	20	16	2	1	0	0	1	0	0	0	0	0	50
3:00 PM	0	0	1	2	13	27	16	5	1	1	0	0	0	0	0	0	0	66
4:00 PM	0	0	1	1	7	22	13	3	1	0	0	0	0	0	0	0	0	48
5:00 PM	0	0	0	0	11	19	14	3	0	0	0	0	0	0	0	0	0	47
6:00 PM	0	0	0	1	11	21	12	1	0	0	1	0	0	0	0	0	0	47
7:00 PM	0	0	0	4	13	22	14	2	0	0	0	0	0	0	0	0	0	55
8:00 PM	0	0	0	0	10	8	2	1	0	0	0	0	0	0	0	0	0	21
9:00 PM	0	0	0	0	4	8	7	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	1	2	2	3	3	1	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	28	148	263	187	40	10	1	1	1	0	0	0	0	0	682
Percent	0.0%	0.0%	0.4%	4.1%	21.7%	38.6%	27.4%	5.9%	1.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.1	mph	Mean (Average) Speed	33.2	mph
85th Percentile	38.2	mph	10 mph Pace	28.2 - 38.2	mph
95th Percentile	41.5	mph	Percent in Pace	71.1	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11



Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	0	3	3	10	2	0	0	0	0	0	1	0	0	0	0	19
8:00 AM	0	0	1	2	10	13	1	3	1	0	0	0	0	0	0	0	0	31
9:00 AM	0	0	1	0	13	23	11	1	0	0	0	0	0	0	0	0	0	49
10:00 AM	0	0	0	4	21	21	10	2	0	0	0	0	0	0	0	0	0	58
11:00 AM	0	0	0	2	23	35	5	1	0	0	0	0	0	0	0	0	0	66
12:00 PM	0	0	0	5	24	37	16	2	0	0	0	0	0	0	0	0	0	84
1:00 PM	0	0	1	3	19	36	17	2	0	0	0	0	0	0	0	0	0	78
2:00 PM	0	0	0	5	28	39	12	2	1	2	0	0	0	0	0	0	0	89
3:00 PM	0	0	0	6	29	32	13	0	0	0	0	0	0	0	0	0	0	80
4:00 PM	0	0	0	5	19	30	11	3	0	0	0	0	0	0	0	0	0	68
5:00 PM	0	0	0	3	30	37	16	3	0	0	0	0	0	0	0	0	0	89
6:00 PM	0	0	0	6	25	38	7	0	0	0	0	0	0	0	0	0	0	76
7:00 PM	0	0	2	2	14	18	4	0	0	0	0	0	0	0	0	0	0	40
8:00 PM	0	0	0	4	6	9	6	0	0	1	0	0	0	0	0	0	0	26
9:00 PM	0	0	1	0	8	5	2	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	7	59	295	396	133	19	2	3	0	0	1	0	0	0	0	915
Percent	0.0%	0.0%	0.8%	6.4%	32.2%	43.3%	14.5%	2.1%	0.2%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.1	mph	Mean (Average) Speed	31.2	mph
85th Percentile	35.3	mph	10 mph Pace	25.8 - 35.8	mph
95th Percentile	38.3	mph	Percent in Pace	76.07	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11

Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	3	4	5	2	1	0	0	0	0	0	0	0	0	15
7:00 AM	0	0	0	0	5	11	13	6	0	1	0	0	0	0	0	0	0	36
8:00 AM	0	0	0	0	7	11	6	5	3	0	0	0	1	0	0	0	0	33
9:00 AM	0	0	0	4	11	8	4	6	2	0	0	0	0	0	0	0	0	35
10:00 AM	0	0	0	2	3	25	10	4	1	0	0	0	0	0	0	0	0	45
11:00 AM	0	0	0	1	12	28	11	3	0	0	0	0	0	0	0	0	0	55
12:00 PM	0	0	0	2	10	31	21	1	1	0	0	0	0	0	0	0	0	66
1:00 PM	0	0	0	2	17	26	19	8	1	0	0	0	0	0	0	0	0	73
2:00 PM	0	0	0	0	3	21	18	4	0	0	0	0	0	0	0	0	0	46
3:00 PM	0	0	0	2	15	21	14	8	0	0	0	0	0	0	0	0	0	60
4:00 PM	0	0	0	2	8	16	18	4	3	0	0	1	0	0	0	0	0	52
5:00 PM	0	0	0	2	9	29	35	10	1	0	0	0	0	0	0	0	0	86
6:00 PM	0	0	1	3	16	34	10	7	1	0	0	0	0	0	0	0	0	72
7:00 PM	1	0	1	6	14	17	8	2	0	0	0	1	0	0	0	0	0	50
8:00 PM	0	0	0	1	16	12	4	1	1	0	0	0	0	0	0	0	0	35
9:00 PM	0	0	0	0	9	8	5	1	1	0	0	0	0	0	0	0	0	24
10:00 PM	0	0	1	0	2	3	5	1	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
Total	1	0	3	27	167	314	209	75	16	1	0	2	1	0	0	0	0	816
Percent	0.1%	0.0%	0.4%	3.3%	20.5%	38.5%	25.6%	9.2%	2.0%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.2	mph	Mean (Average) Speed	33.8	mph
85th Percentile	39.3	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	42.9	mph	Percent in Pace	68.5	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11



Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	5	7	3	0	1	1	0	0	0	0	0	0	0	0	17
6:00 AM	0	0	2	6	8	11	4	1	0	0	0	0	0	0	0	0	0	32
7:00 AM	0	0	0	7	28	29	10	1	0	0	0	0	0	0	0	0	0	75
8:00 AM	0	0	0	3	17	25	12	1	0	0	0	0	0	0	0	0	0	58
9:00 AM	0	0	0	5	20	22	6	1	0	0	0	0	0	0	0	0	0	54
10:00 AM	0	0	0	5	20	27	6	3	0	0	0	0	0	0	0	0	0	61
11:00 AM	0	0	2	2	25	42	17	4	0	0	0	0	0	0	0	0	0	92
12:00 PM	1	0	0	2	20	38	15	1	1	0	0	0	0	0	0	0	0	78
1:00 PM	0	0	0	7	19	43	31	3	1	0	0	0	0	0	0	0	0	104
2:00 PM	0	0	0	2	24	40	12	2	1	0	0	0	0	0	0	0	0	81
3:00 PM	0	0	0	5	32	29	9	6	1	0	0	0	0	0	0	0	0	82
4:00 PM	0	0	0	0	17	52	30	3	0	0	0	0	0	0	0	0	0	102
5:00 PM	0	0	3	5	25	24	10	1	0	0	0	0	0	0	0	0	0	68
6:00 PM	0	0	0	8	17	36	11	2	1	0	0	1	0	0	0	0	0	76
7:00 PM	0	0	2	5	18	20	3	2	0	0	0	0	0	0	0	0	0	50
8:00 PM	0	0	1	1	8	8	6	0	1	0	0	0	0	0	0	0	0	25
9:00 PM	0	0	0	2	4	7	2	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	1	0	12	77	319	459	185	34	8	0	0	1	0	0	0	0	0	1,096
Percent	0.1%	0.0%	1.1%	7.0%	29.1%	41.9%	16.9%	3.1%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.3	mph	Mean (Average) Speed	31.4	mph
85th Percentile	36.1	mph	10 mph Pace	26.4 - 36.4	mph
95th Percentile	39.4	mph	Percent in Pace	72.99	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11

Tuesday, September 20, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	2	4	3	2	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	0	0	0	3	14	8	2	0	0	0	0	0	0	0	0	0	27
7:00 AM	0	1	1	3	8	8	8	2	1	0	0	0	0	0	0	0	0	32
8:00 AM	0	0	0	1	6	11	9	1	1	1	0	0	0	0	0	0	0	30
9:00 AM	0	0	0	2	8	13	11	4	1	1	0	0	0	0	0	0	0	40
10:00 AM	0	0	0	1	8	24	11	5	1	0	0	0	0	0	0	0	0	50
11:00 AM	0	0	0	1	14	19	14	6	1	0	0	0	0	0	0	0	0	55
12:00 PM	0	0	0	4	9	23	13	4	2	0	0	0	0	0	0	0	0	55
1:00 PM	0	1	1	3	16	25	13	6	0	0	0	0	0	0	0	0	0	65
2:00 PM	0	0	0	1	17	25	5	4	0	0	0	0	0	0	0	0	0	52
3:00 PM	0	0	0	3	10	28	12	6	2	0	0	0	0	0	0	0	0	61
4:00 PM	0	0	1	2	20	21	20	3	0	0	2	0	0	0	0	0	0	69
5:00 PM	0	0	0	1	18	22	14	1	1	0	0	0	0	0	0	0	0	57
6:00 PM	0	0	0	6	18	21	17	1	0	1	0	0	0	0	0	0	0	64
7:00 PM	0	0	0	7	15	14	14	1	0	0	0	0	0	0	0	0	0	51
8:00 PM	0	0	0	3	11	10	5	1	0	0	0	0	0	0	0	0	0	30
9:00 PM	0	0	1	0	8	6	2	0	0	1	0	0	0	0	0	0	0	18
10:00 PM	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	4	39	200	298	184	49	10	4	2	0	0	0	0	0	0	792
Percent	0.0%	0.3%	0.5%	4.9%	25.3%	37.6%	23.2%	6.2%	1.3%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.6	mph	Mean (Average) Speed	32.7	mph
85th Percentile	37.8	mph	10 mph Pace	27.3 - 37.3	mph
95th Percentile	41.3	mph	Percent in Pace	69.2	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11

Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	0	3	11	5	0	0	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	0	1	5	10	11	3	0	0	0	0	0	0	0	0	0	0	30
7:00 AM	0	0	0	12	28	24	14	3	0	0	0	0	0	0	0	0	0	81
8:00 AM	0	0	1	6	16	29	8	0	0	0	0	0	0	0	0	0	0	60
9:00 AM	0	0	0	4	27	21	3	0	0	0	0	0	0	0	0	0	0	55
10:00 AM	0	0	0	3	16	24	12	3	1	0	0	0	0	0	0	0	0	59
11:00 AM	0	0	0	2	28	34	6	2	0	0	0	0	0	0	0	0	0	72
12:00 PM	0	0	1	5	25	29	17	2	1	1	0	0	0	0	0	0	0	81
1:00 PM	0	0	2	2	30	38	5	3	1	0	0	0	0	0	0	0	0	81
2:00 PM	2	0	0	5	23	32	8	1	0	0	0	0	0	0	0	0	0	71
3:00 PM	0	0	1	4	20	35	14	0	0	0	0	0	0	0	0	0	0	74
4:00 PM	0	0	0	7	36	41	9	1	0	0	0	0	0	0	0	0	0	94
5:00 PM	0	0	0	4	17	54	15	3	1	0	0	0	0	0	0	0	0	94
6:00 PM	0	0	0	8	21	24	5	2	0	0	0	0	0	0	0	0	0	60
7:00 PM	0	0	0	8	33	12	7	0	0	0	0	0	0	0	0	0	0	60
8:00 PM	0	0	0	4	9	10	4	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	1	0	3	6	6	1	0	1	0	0	0	0	0	0	0	0	18
10:00 PM	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Total	2	1	8	92	371	433	132	20	5	1	0	0	0	0	0	0	0	1,065
Percent	0.2%	0.1%	0.8%	8.6%	34.8%	40.7%	12.4%	1.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.6	mph	Mean (Average) Speed	30.7	mph
85th Percentile	35.0	mph	10 mph Pace	25.5 - 35.5	mph
95th Percentile	38.4	mph	Percent in Pace	75.59	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11



Wednesday, September 21, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	2	0	1	3	1	1	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	1	2	3	8	3	2	0	0	0	0	0	0	0	0	19
7:00 AM	0	0	0	1	9	16	11	4	1	0	0	0	0	0	0	0	0	42
8:00 AM	0	0	0	1	5	12	7	8	1	0	0	0	0	0	0	0	0	34
9:00 AM	0	0	0	0	7	11	12	3	0	1	0	0	0	0	0	0	0	34
10:00 AM	0	0	0	2	12	21	5	3	0	0	0	0	0	0	0	0	0	43
11:00 AM	0	0	1	1	18	20	6	2	1	0	0	0	0	0	0	0	0	49
12:00 PM	0	0	0	1	13	24	12	2	1	0	0	0	0	0	0	0	0	53
1:00 PM	0	0	0	3	20	29	19	2	0	0	0	0	0	0	0	0	0	73
2:00 PM	0	0	0	5	13	27	10	5	1	0	0	0	0	0	0	0	0	61
3:00 PM	0	0	0	2	12	24	18	3	2	0	0	0	0	0	0	0	0	61
4:00 PM	0	0	0	3	16	23	12	5	2	0	0	0	0	0	0	0	0	61
5:00 PM	0	0	0	0	15	32	16	7	0	0	0	0	0	0	0	0	0	70
6:00 PM	0	0	0	5	17	32	7	1	1	0	0	0	0	0	0	0	0	63
7:00 PM	0	0	0	9	22	23	3	1	0	0	0	0	0	0	0	0	0	58
8:00 PM	0	0	0	2	6	12	3	2	0	0	0	0	0	0	0	0	0	25
9:00 PM	0	0	1	3	9	9	4	1	0	0	0	0	0	0	0	0	0	27
10:00 PM	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
Total	0	0	4	41	205	331	160	56	12	1	0	0	0	0	0	0	0	810
Percent	0.0%	0.0%	0.5%	5.1%	25.3%	40.9%	19.8%	6.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.1	mph	Mean (Average) Speed	32.6	mph
85th Percentile	37.6	mph	10 mph Pace	27.0 - 37.0	mph
95th Percentile	41.6	mph	Percent in Pace	71.1	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11



Wednesday, September 21, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	1	10	4	2	0	0	0	0	0	0	0	0	0	0	17
6:00 AM	0	0	3	3	9	9	3	0	0	0	0	0	0	0	0	0	0	27
7:00 AM	0	0	1	6	20	28	15	5	0	0	0	0	0	0	0	0	0	75
8:00 AM	0	0	0	5	29	24	10	4	0	0	0	0	0	0	0	0	0	72
9:00 AM	0	0	0	2	14	23	5	8	0	0	0	0	0	0	0	0	0	52
10:00 AM	0	0	0	8	36	18	6	0	1	0	0	0	0	0	0	0	0	69
11:00 AM	0	0	1	11	31	28	11	1	0	0	0	0	0	0	0	0	0	83
12:00 PM	0	0	0	7	29	32	6	3	1	0	0	0	0	0	0	0	0	78
1:00 PM	0	0	0	9	36	40	12	4	0	0	0	0	0	0	0	0	0	101
2:00 PM	0	0	0	7	30	22	9	1	1	0	0	0	0	0	0	0	0	70
3:00 PM	0	0	0	5	17	36	9	2	0	0	0	0	0	0	0	0	0	69
4:00 PM	0	0	0	4	35	42	8	1	0	0	0	0	0	0	0	0	0	90
5:00 PM	0	0	0	3	25	38	14	2	2	0	0	0	0	0	0	0	0	84
6:00 PM	1	0	0	4	21	25	10	0	1	0	0	0	0	0	0	0	0	62
7:00 PM	0	0	2	5	25	15	3	1	0	0	0	0	0	0	0	0	0	51
8:00 PM	0	0	0	3	4	5	2	0	0	0	0	0	0	0	0	0	0	14
9:00 PM	0	0	0	2	8	7	2	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	9	94	389	398	127	32	6	0	0	0	0	0	0	0	0	1,056
Percent	0.1%	0.0%	0.9%	8.9%	36.8%	37.7%	12.0%	3.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.3	mph	Mean (Average) Speed	30.6	mph
85th Percentile	35.2	mph	10 mph Pace	25.9 - 35.9	mph
95th Percentile	38.9	mph	Percent in Pace	75.19	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11



Thursday, September 22, 2022

Eastbound

Time	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
12:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	1	4	2	3	3	1	0	0	0	0	0	0	0	0	14
7:00 AM	0	0	0	5	7	10	12	2	1	0	1	0	0	0	0	0	0	38
8:00 AM	0	0	0	1	5	11	8	4	0	0	0	0	0	0	0	0	0	29
9:00 AM	0	0	0	3	6	16	18	3	0	0	0	0	0	0	0	0	0	46
10:00 AM	0	0	0	0	7	22	11	3	1	0	0	0	0	0	0	0	0	44
11:00 AM	0	0	0	2	10	14	8	3	0	0	0	0	0	0	0	0	0	37
12:00 PM	0	0	1	2	15	25	16	8	0	0	0	0	0	0	0	0	0	67
1:00 PM	0	0	1	2	17	30	20	8	2	0	0	0	0	0	0	0	0	80
2:00 PM	0	0	0	4	7	22	14	3	1	1	0	1	0	0	0	0	0	53
3:00 PM	0	0	0	1	13	29	9	6	1	0	0	0	0	0	0	0	0	59
4:00 PM	0	0	0	2	10	29	17	1	1	0	0	0	0	0	0	0	0	60
5:00 PM	0	0	1	2	14	22	11	8	2	0	0	0	0	0	0	0	0	60
6:00 PM	0	2	0	4	23	28	17	4	0	0	0	0	0	0	0	0	0	78
7:00 PM	0	0	0	2	16	21	8	1	0	2	0	0	0	0	0	0	0	50
8:00 PM	0	0	0	2	8	12	10	1	0	1	0	0	0	0	0	0	0	34
9:00 PM	0	0	1	2	3	14	10	6	1	0	0	0	0	0	0	0	0	37
10:00 PM	0	0	0	2	0	5	0	1	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	4	42	170	320	197	67	11	4	1	1	0	0	0	0	0	819
Percent	0.0%	0.2%	0.5%	5.1%	20.8%	39.1%	24.1%	8.2%	1.3%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.8	mph	Mean (Average) Speed	33.2	mph
85th Percentile	38.4	mph	10 mph Pace	28.7 - 38.7	mph
95th Percentile	43.1	mph	Percent in Pace	67.6	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11

Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	4	4	5	1	0	0	0	0	0	0	0	0	0	0	14
6:00 AM	0	0	1	5	11	12	1	0	0	0	0	0	0	0	0	0	0	30
7:00 AM	0	0	0	3	18	20	12	4	0	0	0	0	0	0	0	0	0	57
8:00 AM	0	0	0	4	25	33	11	2	0	0	0	0	0	0	0	0	0	75
9:00 AM	0	0	0	5	21	19	7	1	1	0	0	0	0	0	0	0	0	54
10:00 AM	0	0	3	7	23	24	14	4	1	0	0	0	0	0	0	0	0	76
11:00 AM	0	0	0	8	25	20	4	4	1	0	0	0	0	0	0	0	0	62
12:00 PM	0	0	0	5	35	35	15	1	0	0	0	0	0	0	0	0	0	91
1:00 PM	0	0	0	7	22	30	13	2	1	0	0	0	0	0	0	0	0	75
2:00 PM	0	0	1	2	26	32	16	2	0	0	0	0	0	0	0	0	0	79
3:00 PM	0	2	0	3	28	35	11	2	1	0	0	0	0	0	0	0	0	82
4:00 PM	0	0	0	1	28	37	10	1	1	0	0	0	0	0	0	0	0	78
5:00 PM	0	0	2	2	16	37	26	5	1	0	0	0	0	0	0	0	0	89
6:00 PM	0	0	0	7	31	21	11	6	1	0	0	0	0	0	0	0	0	77
7:00 PM	0	0	0	1	21	16	11	2	0	1	0	0	0	0	0	0	0	52
8:00 PM	0	0	1	2	9	17	2	0	0	0	0	0	0	0	0	0	0	31
9:00 PM	0	0	0	2	4	7	6	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	0	6	2	2	1	1	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	9	82	354	408	173	37	8	1	0	0	0	0	0	0	0	1,074
Percent	0.0%	0.2%	0.8%	7.6%	33.0%	38.0%	16.1%	3.4%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	31.3	mph
85th Percentile	36.1	mph	10 mph Pace	25.9 - 35.9	mph
95th Percentile	39.3	mph	Percent in Pace	71.69	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11



Friday, September 23, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	0	1	3	0	0	1	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	1	5	5	7	2	0	0	0	0	0	0	0	0	0	20
7:00 AM	0	0	1	2	4	8	19	3	1	0	0	0	0	0	0	0	0	38
8:00 AM	0	0	0	0	8	13	7	2	1	0	0	0	0	0	0	0	0	31
9:00 AM	0	0	0	2	10	7	14	6	1	0	0	0	0	0	0	0	0	40
10:00 AM	0	0	0	1	12	23	7	4	1	0	0	0	0	0	0	0	0	48
11:00 AM	0	1	0	3	13	15	9	5	0	0	0	0	0	0	0	0	0	46
12:00 PM	0	0	0	2	7	29	13	4	2	0	0	0	0	0	0	0	0	57
1:00 PM	0	0	1	1	10	40	17	5	3	0	0	0	0	0	0	0	0	77
2:00 PM	0	0	0	2	25	22	12	2	0	0	0	0	0	0	0	0	0	63
3:00 PM	0	0	0	1	10	19	15	7	4	0	1	0	0	0	0	0	0	57
4:00 PM	0	0	0	0	10	27	20	6	2	0	1	0	0	0	0	0	0	66
5:00 PM	0	0	0	0	10	31	24	9	4	1	0	0	0	0	0	0	0	79
6:00 PM	0	0	0	2	19	27	27	9	1	0	0	0	0	0	0	0	0	85
7:00 PM	0	0	1	3	20	19	12	2	0	0	0	0	0	0	0	0	0	57
8:00 PM	0	0	0	3	11	11	4	2	0	0	0	0	0	0	0	0	0	31
9:00 PM	0	0	1	2	8	10	8	1	0	0	0	0	0	0	0	0	0	30
10:00 PM	0	0	0	2	10	8	10	2	1	0	0	0	0	0	0	0	0	33
11:00 PM	0	0	0	0	3	4	1	1	1	0	0	0	0	0	0	0	0	10
Total	0	1	4	30	199	323	230	73	22	2	2	0	0	0	0	0	0	886
Percent	0.0%	0.1%	0.5%	3.4%	22.5%	36.5%	26.0%	8.2%	2.5%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.2	mph	Mean (Average) Speed	33.6	mph
85th Percentile	39.1	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	43.1	mph	Percent in Pace	65.6	%

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	6	6	6	1	0	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	0	0	2	8	6	1	2	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	0	1	5	16	20	9	2	0	0	0	0	0	0	0	0	0	53
8:00 AM	0	0	0	4	17	21	5	1	0	0	0	0	0	0	0	0	0	48
9:00 AM	0	0	0	2	21	20	13	3	0	0	0	0	0	0	0	0	0	59
10:00 AM	0	0	0	5	25	31	13	2	0	0	0	0	0	0	0	0	0	76
11:00 AM	0	0	0	5	38	35	12	2	0	0	0	0	0	0	0	0	0	92
12:00 PM	0	0	0	5	26	41	14	0	0	0	0	0	0	0	0	0	0	86
1:00 PM	0	0	1	5	33	28	12	1	2	0	0	0	0	0	0	0	0	82
2:00 PM	0	0	0	8	26	33	13	5	1	0	0	0	0	0	0	0	0	86
3:00 PM	0	0	0	8	23	29	16	7	0	0	0	0	0	0	0	0	0	83
4:00 PM	0	0	0	3	22	40	12	2	2	0	0	0	0	0	0	0	0	81
5:00 PM	0	0	0	1	18	38	21	4	1	1	1	0	0	0	0	0	0	85
6:00 PM	0	0	0	6	19	34	9	3	0	0	0	0	0	0	0	0	0	71
7:00 PM	0	0	1	4	30	21	3	1	0	0	0	0	0	0	0	0	0	60
8:00 PM	0	0	1	5	16	12	6	1	0	1	0	0	0	0	0	0	0	42
9:00 PM	0	0	1	3	10	5	4	0	0	0	0	0	0	0	1	0	0	24
10:00 PM	0	0	0	3	6	0	4	0	1	0	0	0	0	0	0	0	0	14
11:00 PM	0	0	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	8	89	365	422	170	36	7	2	1	0	0	0	1	0	0	1,101
Percent	0.0%	0.0%	0.7%	8.1%	33.2%	38.3%	15.4%	3.3%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	31.3	mph
85th Percentile	35.9	mph	10 mph Pace	25.7 - 35.7	mph
95th Percentile	39.7	mph	Percent in Pace	72.84	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 11

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	0	0	1	3	5	5	2	1	0	0	0	0	0	0	0	0	17
7:00 AM	0	0	0	2	6	10	10	3	1	0	0	0	0	0	0	0	0	32
8:00 AM	0	0	0	1	6	11	8	3	1	0	0	0	0	0	0	0	0	30
9:00 AM	0	0	0	2	8	11	10	4	1	0	0	0	0	0	0	0	0	36
10:00 AM	0	0	0	1	9	22	10	4	1	0	0	0	0	0	0	0	0	47
11:00 AM	0	0	0	1	12	19	11	4	1	0	0	0	0	0	0	0	0	48
12:00 PM	0	0	0	2	11	25	15	5	1	0	0	0	0	0	0	0	0	59
1:00 PM	0	0	0	2	14	29	18	6	1	0	0	0	0	0	0	0	0	70
2:00 PM	0	0	0	2	12	24	14	4	1	0	0	0	0	0	0	0	0	57
3:00 PM	0	0	0	2	12	24	15	6	2	0	0	0	0	0	0	0	0	61
4:00 PM	0	0	0	2	11	24	17	3	1	0	0	0	0	0	0	0	0	58
5:00 PM	0	0	0	1	14	26	18	7	1	0	0	0	0	0	0	0	0	67
6:00 PM	0	0	0	4	17	29	15	4	1	0	0	0	0	0	0	0	0	70
7:00 PM	0	0	0	5	16	19	10	2	0	0	0	0	0	0	0	0	0	52
8:00 PM	0	0	0	2	11	11	6	2	0	0	0	0	0	0	0	0	0	32
9:00 PM	0	0	1	1	7	9	6	2	0	0	0	0	0	0	0	0	0	26
10:00 PM	0	0	0	1	3	4	4	1	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	1	35	181	310	197	63	14	0	0	0	0	0	0	0	0	801
Percent	0.0%	0.0%	0.1%	4.4%	22.6%	38.7%	24.6%	7.9%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	32.9	mph	Mean (Average) Speed	33.3	mph
85th Percentile	38.6	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	42.4	mph	Percent in Pace	68.0	%

Location: W Wulfsohn E/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 11

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	3	7	4	1	0	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	0	1	4	8	8	2	1	0	0	0	0	0	0	0	0	0	24
7:00 AM	0	0	0	5	18	21	10	2	0	0	0	0	0	0	0	0	0	56
8:00 AM	0	0	0	4	19	23	8	2	0	0	0	0	0	0	0	0	0	56
9:00 AM	0	0	0	3	20	21	8	2	0	0	0	0	0	0	0	0	0	54
10:00 AM	0	0	0	5	23	26	11	2	1	0	0	0	0	0	0	0	0	68
11:00 AM	0	0	0	5	29	33	9	3	0	0	0	0	0	0	0	0	0	79
12:00 PM	0	0	0	4	26	34	14	2	1	0	0	0	0	0	0	0	0	81
1:00 PM	0	0	1	6	28	36	16	2	1	0	0	0	0	0	0	0	0	90
2:00 PM	0	0	0	5	27	34	12	2	1	0	0	0	0	0	0	0	0	81
3:00 PM	0	0	0	5	25	32	12	3	0	0	0	0	0	0	0	0	0	77
4:00 PM	0	0	0	3	24	40	14	2	1	0	0	0	0	0	0	0	0	84
5:00 PM	0	0	1	3	21	37	17	3	1	0	0	0	0	0	0	0	0	83
6:00 PM	0	0	0	6	22	30	9	2	0	0	0	0	0	0	0	0	0	69
7:00 PM	0	0	1	4	23	18	6	1	0	0	0	0	0	0	0	0	0	53
8:00 PM	0	0	0	3	9	10	5	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	0	0	2	6	6	3	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	5	79	347	419	158	29	6	0	0	0	0	0	0	0	0	1,043
Percent	0.0%	0.0%	0.5%	7.6%	33.3%	40.2%	15.1%	2.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	31.1	mph
85th Percentile	35.7	mph	10 mph Pace	25.8 - 35.8	mph
95th Percentile	39.1	mph	Percent in Pace	73.5	%

Location: W Wulfsohn E/O Midland Ave
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 11

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	8	12	6	6	12	4	4	8	3	3	6	2	1	3	3	3	6	2	4	6	3	2	5
1:00 AM	3	3	6	3	2	5	4	2	6	3	3	6	3	1	4	4	5	9	2	2	4	3	3	6
2:00 AM	7	3	10	3	3	6	1	1	2	3	1	4	2	0	2	2	1	3	6	2	8	2	1	3
3:00 AM	3	1	4	8	3	11	1	1	2	2	0	2	3	2	5	3	3	6	2	1	3	3	2	4
4:00 AM	0	8	8	4	5	9	0	6	6	2	9	11	3	6	9	2	6	8	2	5	7	2	7	9
5:00 AM	6	10	16	3	8	11	6	17	23	11	19	30	8	17	25	6	14	20	4	19	23	8	17	25
6:00 AM	10	19	29	4	7	11	15	32	47	27	30	57	19	27	46	14	30	44	20	19	39	20	29	49
7:00 AM	24	37	61	20	19	39	36	75	111	32	81	113	42	75	117	38	57	95	38	53	91	37	71	108
8:00 AM	38	48	86	23	31	54	33	58	91	30	60	90	34	72	106	29	75	104	31	48	79	31	69	100
9:00 AM	31	54	85	25	49	74	35	54	89	40	55	95	34	52	86	46	54	100	40	59	99	40	54	94
10:00 AM	50	71	121	46	58	104	45	61	106	50	59	109	43	69	112	44	76	120	48	76	124	46	68	114
11:00 AM	44	91	135	54	66	120	55	92	147	55	72	127	49	83	132	37	62	99	46	92	138	47	72	119
12:00 PM	54	75	129	56	84	140	66	78	144	55	81	136	53	78	131	67	91	158	57	86	143	58	83	142
1:00 PM	66	108	174	60	78	138	73	104	177	65	81	146	73	101	174	80	75	155	77	82	159	73	86	158
2:00 PM	75	95	170	50	89	139	46	81	127	52	71	123	61	70	131	53	79	132	63	86	149	55	73	129
3:00 PM	62	75	137	66	80	146	60	82	142	61	74	135	61	69	130	59	82	141	57	83	140	60	75	135
4:00 PM	60	75	135	48	68	116	52	102	154	69	94	163	61	90	151	60	78	138	66	81	147	63	87	151
5:00 PM	69	67	136	47	89	136	86	68	154	57	94	151	70	84	154	60	89	149	79	85	164	62	89	151
6:00 PM	79	71	150	47	76	123	72	76	148	64	60	124	63	62	125	78	77	155	85	71	156	68	66	135
7:00 PM	47	60	107	55	40	95	50	50	100	51	60	111	58	51	109	50	52	102	57	60	117	53	54	107
8:00 PM	50	30	80	21	26	47	35	25	60	30	27	57	25	14	39	34	31	65	31	42	73	30	24	54
9:00 PM	27	18	45	19	16	35	24	15	39	18	18	36	27	19	46	37	19	56	30	24	54	27	19	46
10:00 PM	12	12	24	12	5	17	12	9	21	9	8	17	11	10	21	8	12	20	33	14	47	9	10	19
11:00 PM	7	9	16	2	7	9	5	3	8	3	5	8	5	3	8	5	3	8	10	7	17	4	4	8
Total	828	1,048	1,876	682	915	1,597	816	1,096	1,912	792	1,065	1,857	810	1,056	1,866	819	1,074	1,893	886	1,101	1,987	807	1,065	1,872
Percent	44%	56%	-	43%	57%	-	43%	57%	-	43%	57%	-	43%	57%	-	43%	57%	-	45%	55%	-	43%	57%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: Wulfsohn BTWN E Meadows & W Meadows

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 12

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	31	3,024	987	254	968	4	0	0	0	0	0	0	0	5,268
Percent	0.6%	57.4%	18.7%	4.8%	18.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	52	3,803	1,078	250	904	8	0	1	2	1	0	0	0	6,099
Percent	0.9%	62.4%	17.7%	4.1%	14.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	83	6,827	2,065	504	1,872	12	0	1	2	1	0	0	0	11,367
Percent	0.7%	60.1%	18.2%	4.4%	16.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	3	2	0	0	0	0	0	0	0	0	5
5:00 AM	1	0	2	3	5	0	0	0	0	0	0	0	0	11
6:00 AM	0	5	0	4	4	0	0	0	0	0	0	0	0	13
7:00 AM	0	12	2	2	4	0	0	0	0	0	0	0	0	20
8:00 AM	0	15	5	2	6	0	0	0	0	0	0	0	0	28
9:00 AM	0	22	9	0	6	0	0	0	0	0	0	0	0	37
10:00 AM	0	31	13	3	8	0	0	0	0	0	0	0	0	55
11:00 AM	0	29	5	0	14	0	0	0	0	0	0	0	0	48
12:00 PM	0	34	11	1	8	0	0	0	0	0	0	0	0	54
1:00 PM	0	40	16	4	8	0	0	0	0	0	0	0	0	68
2:00 PM	0	37	10	3	13	0	0	0	0	0	0	0	0	63
3:00 PM	0	27	14	2	13	1	0	0	0	0	0	0	0	57
4:00 PM	0	29	10	1	9	0	0	0	0	0	0	0	0	49
5:00 PM	0	33	7	3	5	0	0	0	0	0	0	0	0	48
6:00 PM	0	40	4	3	8	0	0	0	0	0	0	0	0	55
7:00 PM	0	22	10	2	8	0	0	0	0	0	0	0	0	42
8:00 PM	0	14	2	3	2	0	0	0	0	0	0	0	0	21
9:00 PM	0	12	1	2	7	0	0	0	0	0	0	0	0	22
10:00 PM	0	6	2	1	1	0	0	0	0	0	0	0	0	10
11:00 PM	0	5	2	2	0	0	0	0	0	0	0	0	0	9
Total	1	422	127	44	133	1	0	0	0	0	0	0	0	728
Percent	0.1%	58.0%	17.4%	6.0%	18.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	5	0	1	2	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	1	0	1	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	14	3	2	4	0	0	0	0	0	0	0	0	23
8:00 AM	0	21	6	1	5	0	0	0	0	0	0	0	0	33
9:00 AM	0	16	9	3	6	0	0	0	0	0	0	0	0	34
10:00 AM	0	34	10	2	9	0	0	0	0	0	0	0	0	55
11:00 AM	0	24	12	3	17	1	0	1	0	0	0	0	0	58
12:00 PM	0	47	18	1	7	0	0	0	0	0	0	0	0	73
1:00 PM	0	53	23	2	10	0	0	0	0	0	0	0	0	88
2:00 PM	1	48	11	1	7	0	0	0	0	0	0	0	0	68
3:00 PM	1	36	12	2	11	0	0	0	0	0	0	0	0	62
4:00 PM	2	53	10	5	4	0	0	0	0	0	0	0	0	74
5:00 PM	0	41	12	2	9	0	0	0	0	0	0	0	0	64
6:00 PM	2	33	10	2	9	0	0	0	0	0	0	0	0	56
7:00 PM	0	30	9	2	9	0	0	0	0	0	0	0	0	50
8:00 PM	1	32	6	3	5	0	0	0	0	0	0	0	0	47
9:00 PM	0	12	4	3	2	1	0	0	0	0	0	0	0	22
10:00 PM	0	7	1	1	1	0	0	0	0	0	0	0	0	10
11:00 PM	0	7	1	2	0	0	0	0	0	0	0	0	0	10
Total	8	520	159	43	120	2	0	1	0	0	0	0	0	853
Percent	0.9%	61.0%	18.6%	5.0%	14.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	2	1	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	3	1	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	3	4	0	0	0	0	0	0	0	0	7
6:00 AM	0	2	0	3	3	0	0	0	0	0	0	0	0	8
7:00 AM	0	9	0	2	3	0	0	0	0	0	0	0	0	14
8:00 AM	0	14	4	2	7	0	0	0	0	0	0	0	0	27
9:00 AM	0	15	3	1	8	0	0	0	0	0	0	0	0	27
10:00 AM	0	18	5	1	12	0	0	0	0	0	0	0	0	36
11:00 AM	0	19	7	0	7	0	0	0	0	0	0	0	0	33
12:00 PM	0	34	5	1	14	0	0	0	0	0	0	0	0	54
1:00 PM	1	26	8	5	6	0	0	0	0	0	0	0	0	46
2:00 PM	0	46	6	4	8	0	0	0	0	0	0	0	0	64
3:00 PM	1	24	14	0	5	0	0	0	0	0	0	0	0	44
4:00 PM	0	29	13	2	10	0	0	0	0	0	0	0	0	54
5:00 PM	1	34	10	2	12	0	0	0	0	0	0	0	0	59
6:00 PM	1	40	10	3	10	0	0	0	0	0	0	0	0	64
7:00 PM	0	30	4	0	3	0	0	0	0	0	0	0	0	37
8:00 PM	0	22	3	3	2	0	0	0	0	0	0	0	0	30
9:00 PM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
10:00 PM	0	4	1	1	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	4	391	99	37	118	0	0	0	0	0	0	0	0	649
Percent	0.6%	60.2%	15.3%	5.7%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00 AM	1	1	1	0	1	0	0	0	0	0	0	0	0	4
7:00 AM	0	9	1	1	3	0	0	0	0	0	0	0	0	14
8:00 AM	0	14	3	1	4	0	0	0	0	0	0	0	0	22
9:00 AM	0	13	5	2	5	0	0	0	0	0	0	0	0	25
10:00 AM	0	29	11	2	8	0	0	0	0	0	0	0	0	50
11:00 AM	0	33	10	4	9	0	0	0	0	0	0	0	0	56
12:00 PM	1	23	7	0	6	0	0	0	0	0	0	0	0	37
1:00 PM	0	50	13	1	8	0	0	0	0	0	0	0	0	72
2:00 PM	0	48	16	1	10	0	0	0	0	0	0	0	0	75
3:00 PM	3	31	8	1	10	0	0	0	0	0	0	0	0	53
4:00 PM	3	39	9	4	4	0	0	0	0	0	0	0	0	59
5:00 PM	0	37	12	2	6	0	0	0	0	0	0	0	0	57
6:00 PM	0	42	13	1	8	0	0	0	0	0	0	0	0	64
7:00 PM	1	32	5	5	7	0	0	0	0	0	0	0	0	50
8:00 PM	1	18	3	2	5	0	0	0	0	0	0	0	0	29
9:00 PM	0	16	3	2	2	0	0	0	0	0	0	0	0	23
10:00 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	10	455	121	35	103	0	0	0	0	0	0	0	0	724
Percent	1.4%	62.8%	16.7%	4.8%	14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	3	1	0	0	0	0	0	0	0	0	5
5:00 AM	0	3	0	4	5	0	0	0	0	0	0	0	0	12
6:00 AM	1	4	2	4	2	0	0	0	0	0	0	0	0	13
7:00 AM	0	27	9	2	12	0	0	0	0	0	0	0	0	50
8:00 AM	0	27	7	2	10	0	0	0	0	0	0	0	0	46
9:00 AM	0	14	10	1	6	0	0	0	0	0	0	0	0	31
10:00 AM	0	18	9	2	11	0	0	0	0	0	0	0	0	40
11:00 AM	0	31	5	0	9	0	0	0	0	0	0	0	0	45
12:00 PM	0	45	6	1	7	1	0	0	0	0	0	0	0	60
1:00 PM	1	44	16	2	19	0	0	0	0	0	0	0	0	82
2:00 PM	1	27	7	2	13	0	0	0	0	0	0	0	0	50
3:00 PM	1	33	10	2	12	0	0	0	0	0	0	0	0	58
4:00 PM	1	50	15	1	9	0	0	0	0	0	0	0	0	76
5:00 PM	1	33	11	3	8	0	0	0	0	0	0	0	0	56
6:00 PM	0	34	8	1	7	0	0	0	0	0	0	0	0	50
7:00 PM	0	28	10	0	8	0	0	0	0	0	0	0	0	46
8:00 PM	0	15	6	3	3	0	0	0	0	0	0	0	0	27
9:00 PM	0	9	4	1	3	0	0	0	0	0	0	0	0	17
10:00 PM	1	4	1	1	1	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
Total	8	453	136	35	150	1	0	0	0	0	0	0	0	783
Percent	1.0%	57.9%	17.4%	4.5%	19.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	1	2	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	2	0	1	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	7	4	1	0	0	0	0	0	0	0	0	0	12
7:00 AM	0	23	6	1	5	0	0	0	0	0	0	0	0	35
8:00 AM	0	21	3	1	6	0	0	0	0	0	0	0	0	31
9:00 AM	0	16	6	2	9	0	0	0	0	0	0	0	0	33
10:00 AM	0	33	4	2	8	0	0	0	0	0	0	0	0	47
11:00 AM	0	34	11	3	11	0	0	0	0	0	0	0	0	59
12:00 PM	0	43	11	1	7	0	0	0	0	0	0	0	0	62
1:00 PM	0	55	11	1	9	1	0	0	0	0	0	0	0	77
2:00 PM	0	34	14	2	8	0	0	0	0	0	0	0	0	58
3:00 PM	1	42	17	2	12	0	0	0	0	0	0	0	0	74
4:00 PM	0	53	12	4	11	0	0	0	0	0	0	0	0	80
5:00 PM	2	62	21	2	9	0	0	0	0	0	0	0	0	96
6:00 PM	0	61	13	1	13	0	0	0	0	0	0	0	0	88
7:00 PM	0	46	3	1	14	1	0	0	0	0	0	0	0	65
8:00 PM	0	28	6	3	5	0	0	0	0	0	0	0	0	42
9:00 PM	1	9	4	3	1	0	0	0	0	0	0	0	0	18
10:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
11:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
Total	5	577	148	35	135	2	0	0	0	0	0	0	0	902
Percent	0.6%	64.0%	16.4%	3.9%	15.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	3	0	3	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	8	0	4	3	0	0	0	0	0	0	0	0	15
6:00 AM	1	6	2	4	3	0	0	0	0	0	0	0	0	16
7:00 AM	0	25	10	2	10	0	0	0	0	0	0	0	0	47
8:00 AM	0	29	4	1	5	0	0	0	0	0	0	0	0	39
9:00 AM	0	16	7	0	8	0	0	0	0	0	0	0	0	31
10:00 AM	0	21	10	3	11	0	0	0	0	0	0	0	0	45
11:00 AM	0	25	14	0	10	0	0	0	0	0	0	0	0	49
12:00 PM	2	39	10	0	7	0	0	0	0	0	0	0	0	58
1:00 PM	0	35	16	4	8	0	0	0	0	0	0	0	0	63
2:00 PM	0	22	11	2	10	0	0	0	0	0	0	0	0	45
3:00 PM	0	29	8	1	11	0	0	0	0	0	0	0	0	49
4:00 PM	1	47	18	1	10	0	0	0	0	0	0	0	0	77
5:00 PM	1	39	10	2	10	0	0	0	0	0	0	0	0	62
6:00 PM	0	37	19	0	11	0	0	0	0	0	0	0	0	67
7:00 PM	1	25	13	2	5	0	0	0	0	0	0	0	0	46
8:00 PM	0	13	4	4	7	0	0	0	0	0	0	0	0	28
9:00 PM	0	11	4	1	2	0	0	0	0	0	0	0	0	18
10:00 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	3
Total	6	440	163	37	136	0	0	0	0	0	0	0	0	782
Percent	0.8%	56.3%	20.8%	4.7%	17.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	3	0	2	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	8	6	1	3	0	0	0	0	0	0	0	0	18
7:00 AM	0	21	5	1	6	0	0	0	0	0	0	0	0	33
8:00 AM	0	21	4	1	6	0	0	0	0	0	0	0	0	32
9:00 AM	2	15	2	4	6	0	0	0	0	0	0	0	0	29
10:00 AM	1	26	8	2	7	0	0	0	1	0	0	0	0	45
11:00 AM	1	36	16	1	14	0	0	0	0	0	0	0	0	68
12:00 PM	1	41	14	2	5	0	0	0	0	0	0	0	0	63
1:00 PM	2	48	16	3	7	0	0	0	0	0	0	0	0	76
2:00 PM	0	31	12	1	8	0	0	0	0	0	0	0	0	52
3:00 PM	3	46	10	2	8	0	0	0	0	0	0	0	0	69
4:00 PM	0	47	16	3	13	0	0	0	0	0	0	0	0	79
5:00 PM	1	52	17	1	9	0	0	0	0	0	0	0	0	80
6:00 PM	0	54	15	2	11	0	0	0	0	0	0	0	0	82
7:00 PM	0	32	11	2	8	0	0	0	0	0	0	0	0	53
8:00 PM	0	13	5	2	8	0	0	0	0	0	0	0	0	28
9:00 PM	1	10	1	2	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	3	1	1	1	0	0	0	0	0	0	0	0	6
11:00 PM	1	2	0	2	0	0	0	0	0	0	0	0	0	5
Total	13	518	162	38	126	0	0	0	1	0	0	0	0	858
Percent	1.5%	60.4%	18.9%	4.4%	14.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	2	4	0	0	0	0	0	0	0	0	7
5:00 AM	0	5	2	3	4	0	0	0	0	0	0	0	0	14
6:00 AM	1	5	4	3	6	0	0	0	0	0	0	0	0	19
7:00 AM	0	33	7	2	13	0	0	0	0	0	0	0	0	55
8:00 AM	1	24	10	2	8	0	0	0	0	0	0	0	0	45
9:00 AM	0	12	5	0	9	0	0	0	0	0	0	0	0	26
10:00 AM	0	25	9	2	4	0	0	0	0	0	0	0	0	40
11:00 AM	0	27	12	0	10	1	0	0	0	0	0	0	0	50
12:00 PM	0	34	13	1	10	0	0	0	0	0	0	0	0	58
1:00 PM	0	40	15	4	8	0	0	0	0	0	0	0	0	67
2:00 PM	0	34	7	2	11	0	0	0	0	0	0	0	0	54
3:00 PM	0	35	7	2	7	0	0	0	0	0	0	0	0	51
4:00 PM	0	28	12	1	14	0	0	0	0	0	0	0	0	55
5:00 PM	0	37	12	2	10	1	0	0	0	0	0	0	0	62
6:00 PM	2	31	8	1	6	0	0	0	0	0	0	0	0	48
7:00 PM	0	32	15	1	6	0	0	0	0	0	0	0	0	54
8:00 PM	0	13	2	1	4	0	0	0	0	0	0	0	0	20
9:00 PM	0	15	3	0	4	0	0	0	0	0	0	0	0	22
10:00 PM	0	5	0	0	4	0	0	0	0	0	0	0	0	9
11:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
Total	4	439	144	31	143	2	0	0	0	0	0	0	0	763
Percent	0.5%	57.5%	18.9%	4.1%	18.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	2	1	1	0	0	0	0	0	0	0	0	8
6:00 AM	0	10	5	1	0	0	0	0	0	0	0	0	0	16
7:00 AM	1	29	8	1	6	0	0	0	0	0	0	0	0	45
8:00 AM	0	18	6	2	7	0	0	0	0	0	0	0	0	33
9:00 AM	2	20	6	1	5	1	0	0	0	0	0	0	0	35
10:00 AM	0	24	5	1	9	0	0	0	0	0	0	0	0	39
11:00 AM	0	35	9	4	12	0	0	0	0	0	0	0	0	60
12:00 PM	0	27	6	1	8	0	0	0	0	0	0	0	0	42
1:00 PM	0	44	15	1	9	1	0	0	0	0	0	0	0	70
2:00 PM	0	34	14	2	8	0	0	0	0	0	0	0	0	58
3:00 PM	0	52	11	1	10	0	0	0	0	0	0	0	0	74
4:00 PM	0	40	16	2	8	0	0	0	0	0	0	0	0	66
5:00 PM	1	64	15	2	6	0	0	0	0	0	0	0	0	88
6:00 PM	0	63	17	2	9	0	0	0	0	0	0	0	0	91
7:00 PM	4	47	12	2	11	0	0	0	0	0	0	0	0	76
8:00 PM	0	19	4	1	6	0	0	0	0	0	0	0	0	30
9:00 PM	0	9	2	1	6	0	0	0	0	0	0	0	0	18
10:00 PM	0	4	1	1	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	6
Total	8	550	156	31	129	2	0	0	0	0	0	0	0	876
Percent	0.9%	62.8%	17.8%	3.5%	14.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	2	3	0	0	0	0	0	0	0	0	5
5:00 AM	0	5	1	3	4	0	0	0	0	0	0	0	0	13
6:00 AM	1	4	0	4	5	0	0	0	0	0	0	0	0	14
7:00 AM	0	21	5	2	11	0	0	0	0	0	0	0	0	39
8:00 AM	0	35	10	2	3	0	0	0	0	0	0	0	0	50
9:00 AM	0	24	16	0	13	0	0	0	0	0	0	0	0	53
10:00 AM	0	18	10	3	5	0	0	0	0	0	0	0	0	36
11:00 AM	0	26	10	0	8	0	0	0	0	0	0	0	0	44
12:00 PM	1	40	15	3	13	0	0	0	0	0	0	0	0	72
1:00 PM	0	23	16	3	9	0	0	0	0	0	0	0	0	51
2:00 PM	0	28	7	1	9	0	0	0	0	0	0	0	0	45
3:00 PM	0	36	12	1	12	0	0	0	0	0	0	0	0	61
4:00 PM	0	41	14	3	4	0	0	0	0	0	0	0	0	62
5:00 PM	1	50	15	3	7	0	0	0	0	0	0	0	0	76
6:00 PM	0	35	14	0	7	0	0	0	0	0	0	0	0	56
7:00 PM	0	20	9	3	4	0	0	0	0	0	0	0	0	36
8:00 PM	0	14	6	2	4	0	0	0	0	0	0	0	0	26
9:00 PM	0	12	2	1	3	0	0	0	0	0	0	0	0	18
10:00 PM	0	6	4	0	3	0	0	0	0	0	0	0	0	13
11:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Total	3	442	168	38	128	0	0	0	0	0	0	0	0	779
Percent	0.4%	56.7%	21.6%	4.9%	16.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
1:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	3	0	1	2	0	0	0	0	0	0	0	0	6
6:00 AM	0	6	3	1	3	0	0	0	0	0	0	0	0	13
7:00 AM	0	21	10	1	7	0	0	0	0	0	0	0	0	39
8:00 AM	0	16	8	1	5	0	0	0	0	0	0	0	0	30
9:00 AM	0	23	10	2	10	0	0	0	0	0	0	0	0	45
10:00 AM	0	22	7	2	8	0	0	0	0	0	0	0	0	39
11:00 AM	0	24	11	3	10	0	0	0	0	0	0	0	0	48
12:00 PM	0	52	16	1	13	0	0	0	0	0	0	0	0	82
1:00 PM	0	51	17	1	7	0	0	0	0	0	0	0	0	76
2:00 PM	0	50	6	1	10	0	0	0	0	0	0	0	0	67
3:00 PM	0	34	18	5	9	0	0	0	0	0	0	0	0	66
4:00 PM	0	49	8	3	8	0	0	0	0	0	0	0	0	68
5:00 PM	1	70	19	1	14	0	0	0	0	0	0	0	0	105
6:00 PM	0	56	20	2	10	0	0	0	0	0	0	0	0	88
7:00 PM	1	41	8	2	9	0	0	0	0	0	0	0	0	61
8:00 PM	0	24	8	2	7	0	0	0	0	0	0	0	0	41
9:00 PM	0	13	3	2	6	0	0	0	0	0	0	0	0	24
10:00 PM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
11:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
Total	2	569	173	34	147	0	0	0	0	0	0	0	0	925
Percent	0.2%	61.5%	18.7%	3.7%	15.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	3	2	0	0	0	0	0	0	0	0	5
5:00 AM	0	7	1	3	4	0	0	0	0	0	0	0	0	15
6:00 AM	0	6	3	2	4	0	0	0	0	0	0	0	0	15
7:00 AM	0	18	7	1	11	0	0	0	0	0	0	0	0	37
8:00 AM	0	15	8	1	6	0	0	0	0	0	0	0	0	30
9:00 AM	1	15	7	1	6	0	0	0	0	0	0	0	0	30
10:00 AM	0	25	6	2	10	0	0	0	0	0	0	0	0	43
11:00 AM	1	24	9	0	8	0	0	0	0	0	0	0	0	42
12:00 PM	0	28	14	2	8	0	0	0	0	0	0	0	0	52
1:00 PM	0	37	12	2	18	0	0	0	0	0	0	0	0	69
2:00 PM	0	28	11	1	14	0	0	0	0	0	0	0	0	54
3:00 PM	1	37	15	2	11	0	0	0	0	0	0	0	0	66
4:00 PM	0	44	7	2	7	0	0	0	0	0	0	0	0	60
5:00 PM	1	43	13	2	9	0	0	0	0	0	0	0	0	68
6:00 PM	0	29	11	2	14	0	0	0	0	0	0	0	0	56
7:00 PM	0	39	12	0	12	0	0	0	0	0	0	0	0	63
8:00 PM	0	20	7	5	5	0	0	0	0	0	0	0	0	37
9:00 PM	0	8	4	1	3	0	0	0	0	0	0	0	0	16
10:00 PM	0	7	1	0	4	0	0	0	0	0	0	0	0	12
11:00 PM	0	4	2	0	3	0	0	0	0	0	0	0	0	9
Total	5	437	150	32	160	0	0	0	0	0	0	0	0	784
Percent	0.6%	55.7%	19.1%	4.1%	20.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
6:00 AM	0	8	5	1	3	0	0	0	0	0	0	0	0	17
7:00 AM	0	22	5	1	5	0	0	0	0	0	0	0	0	33
8:00 AM	0	17	7	0	10	1	0	0	0	0	0	0	0	35
9:00 AM	1	19	3	1	9	0	0	0	0	0	0	0	0	33
10:00 AM	0	26	10	2	10	0	0	0	0	0	0	0	0	48
11:00 AM	0	28	10	3	6	1	0	0	0	0	0	0	0	48
12:00 PM	1	35	18	1	12	0	0	0	0	0	0	0	0	67
1:00 PM	0	49	13	2	9	0	0	0	0	0	0	0	0	73
2:00 PM	0	38	15	0	11	0	0	0	0	0	0	0	0	64
3:00 PM	0	45	8	2	9	0	0	0	0	0	0	0	0	64
4:00 PM	0	72	10	4	12	0	0	0	1	1	0	0	0	100
5:00 PM	1	70	9	2	9	0	0	0	0	0	0	0	0	91
6:00 PM	2	64	22	2	11	0	0	0	0	0	0	0	0	101
7:00 PM	0	48	10	5	12	0	0	0	0	0	0	0	0	75
8:00 PM	0	33	5	2	5	0	0	0	0	0	0	0	0	45
9:00 PM	1	14	2	1	3	0	0	0	0	0	0	0	0	21
10:00 PM	0	15	4	0	2	0	0	0	0	0	0	0	0	21
11:00 PM	0	4	3	1	1	0	0	0	0	0	0	0	0	9
Total	6	614	159	34	144	2	0	0	1	1	0	0	0	961
Percent	0.6%	63.9%	16.5%	3.5%	15.0%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	3	2	0	0	0	0	0	0	0	0	6
5:00 AM	0	4	1	3	4	0	0	0	0	0	0	0	0	12
6:00 AM	1	5	2	3	4	0	0	0	0	0	0	0	0	15
7:00 AM	0	21	6	2	9	0	0	0	0	0	0	0	0	38
8:00 AM	0	23	7	2	6	0	0	0	0	0	0	0	0	38
9:00 AM	0	17	8	0	8	0	0	0	0	0	0	0	0	33
10:00 AM	0	22	9	2	9	0	0	0	0	0	0	0	0	42
11:00 AM	0	26	9	0	9	0	0	0	0	0	0	0	0	44
12:00 PM	0	36	11	1	10	0	0	0	0	0	0	0	0	58
1:00 PM	0	35	14	3	11	0	0	0	0	0	0	0	0	63
2:00 PM	0	32	8	2	11	0	0	0	0	0	0	0	0	53
3:00 PM	0	32	11	1	10	0	0	0	0	0	0	0	0	54
4:00 PM	0	38	13	2	9	0	0	0	0	0	0	0	0	62
5:00 PM	1	38	11	2	9	0	0	0	0	0	0	0	0	61
6:00 PM	0	35	11	1	9	0	0	0	0	0	0	0	0	56
7:00 PM	0	28	10	1	7	0	0	0	0	0	0	0	0	46
8:00 PM	0	16	4	3	4	0	0	0	0	0	0	0	0	27
9:00 PM	0	11	3	1	3	0	0	0	0	0	0	0	0	18
10:00 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
11:00 PM	0	2	1	1	1	0	0	0	0	0	0	0	0	5
Total	2	432	141	33	138	0	0	0	0	0	0	0	0	746
Percent	0.3%	57.9%	18.9%	4.4%	18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	1	1	0	0	0	0	0	0	0	0	5
1:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	1	1	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	6	4	1	1	0	0	0	0	0	0	0	0	12
7:00 AM	0	20	5	1	5	0	0	0	0	0	0	0	0	31
8:00 AM	0	18	5	1	6	0	0	0	0	0	0	0	0	30
9:00 AM	1	17	6	2	7	0	0	0	0	0	0	0	0	33
10:00 AM	0	28	8	2	8	0	0	0	0	0	0	0	0	46
11:00 AM	0	31	11	3	11	0	0	0	0	0	0	0	0	56
12:00 PM	0	38	13	1	8	0	0	0	0	0	0	0	0	60
1:00 PM	0	50	15	2	8	0	0	0	0	0	0	0	0	75
2:00 PM	0	40	13	1	9	0	0	0	0	0	0	0	0	63
3:00 PM	1	41	12	2	10	0	0	0	0	0	0	0	0	66
4:00 PM	1	50	12	4	9	0	0	0	0	0	0	0	0	76
5:00 PM	1	57	15	2	9	0	0	0	0	0	0	0	0	84
6:00 PM	1	53	16	2	10	0	0	0	0	0	0	0	0	82
7:00 PM	1	39	8	3	10	0	0	0	0	0	0	0	0	61
8:00 PM	0	24	5	2	6	0	0	0	0	0	0	0	0	37
9:00 PM	0	12	3	2	3	0	0	0	0	0	0	0	0	20
10:00 PM	0	6	1	1	1	0	0	0	0	0	0	0	0	9
11:00 PM	0	3	1	1	1	0	0	0	0	0	0	0	0	6
Total	6	543	154	38	127	0	0	0	0	0	0	0	0	868
Percent	0.7%	62.6%	17.7%	4.4%	14.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	7
5:00 AM	0	6	1	3	4	0	0	0	0	0	0	0	0	14
6:00 AM	1	5	2	4	5	0	0	0	0	0	0	0	0	16
7:00 AM	0	26	7	2	11	0	0	0	0	0	0	0	0	47
8:00 AM	0	29	8	2	5	0	0	0	0	0	0	0	0	45
9:00 AM	0	17	9	0	10	0	0	0	0	0	0	0	0	37
10:00 AM	0	21	10	3	7	0	0	0	0	0	0	0	0	40
11:00 AM	0	26	12	0	9	0	0	0	0	0	0	0	0	48
12:00 PM	1	38	13	1	10	0	0	0	0	0	0	0	0	63
1:00 PM	0	33	16	4	8	0	0	0	0	0	0	0	0	60
2:00 PM	0	28	8	2	10	0	0	0	0	0	0	0	0	48
3:00 PM	0	33	9	1	10	0	0	0	0	0	0	0	0	54
4:00 PM	0	39	15	2	9	0	0	0	0	0	0	0	0	65
5:00 PM	1	42	12	2	9	0	0	0	0	0	0	0	0	67
6:00 PM	1	34	14	0	8	0	0	0	0	0	0	0	0	57
7:00 PM	0	26	12	2	5	0	0	0	0	0	0	0	0	45
8:00 PM	0	13	4	2	5	0	0	0	0	0	0	0	0	25
9:00 PM	0	13	3	1	3	0	0	0	0	0	0	0	0	19
10:00 PM	0	5	2	0	3	0	0	0	0	0	0	0	0	10
11:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Total	4	440	158	35	136	1	0	0	0	0	0	0	0	775
Percent	0.6%	56.8%	20.4%	4.6%	17.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Wulfsohn BTWN E Meadows & W Meadows
Date Range: 9/17/2022 to 9/23/2022
Site Code: 12

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	1	1	1	0	0	0	0	0	0	0	0	7
6:00 AM	0	8	5	1	2	0	0	0	0	0	0	0	0	16
7:00 AM	0	24	8	1	6	0	0	0	0	0	0	0	0	39
8:00 AM	0	18	6	1	6	0	0	0	0	0	0	0	0	32
9:00 AM	1	19	6	2	7	0	0	0	0	0	0	0	0	36
10:00 AM	0	24	7	2	8	0	0	0	0	0	0	0	0	41
11:00 AM	0	32	12	3	12	0	0	0	0	0	0	0	0	59
12:00 PM	0	40	12	1	9	0	0	0	0	0	0	0	0	62
1:00 PM	1	48	16	2	8	0	0	0	0	0	0	0	0	74
2:00 PM	0	38	11	1	9	0	0	0	0	0	0	0	0	59
3:00 PM	1	44	13	3	9	0	0	0	0	0	0	0	0	70
4:00 PM	0	45	13	3	10	0	0	0	0	0	0	0	0	71
5:00 PM	1	62	17	1	10	0	0	0	0	0	0	0	0	91
6:00 PM	0	58	17	2	10	0	0	0	0	0	0	0	0	87
7:00 PM	2	40	10	2	9	0	0	0	0	0	0	0	0	63
8:00 PM	0	19	6	2	7	0	0	0	0	0	0	0	0	33
9:00 PM	0	11	2	2	5	0	0	0	0	0	0	0	0	19
10:00 PM	0	4	1	1	1	0	0	0	0	0	0	0	0	6
11:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	5
Total	8	546	164	34	134	1	0	0	0	0	0	0	0	886
Percent	0.9%	61.6%	18.5%	3.9%	15.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Wulfsohn BTWN E Meadows & W Meadows

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 12

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	267	2,070	2,313	569	46	3	0	0	0	0	0	0	0	0	0	0	0	5,268
Percent	5.1%	39.3%	43.9%	10.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	441	2,481	2,614	529	28	3	3	0	0	0	0	0	0	0	0	0	0	6,099
Percent	7.2%	40.7%	42.9%	8.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	708	4,551	4,927	1,098	74	6	3	0	0	0	0	0	0	0	0	0	0	11,367
Percent	6.2%	40.0%	43.3%	9.7%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			Eastbound		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	15.6	mph
85th Percentile	19.3	mph	10 mph Pace	10.5 - 20.5	mph
95th Percentile	21.8	mph	Percent in Pace	83.6	%
Westbound			Westbound		
50th Percentile (Median)	15.2	mph	Mean (Average) Speed	15.3	mph
85th Percentile	18.9	mph	10 mph Pace	10.0 - 20.0	mph
95th Percentile	21.3	mph	Percent in Pace	83.5	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Saturday, September 17, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	2	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	1	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	3	8	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28
9:00 AM	2	12	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37
10:00 AM	3	21	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	55
11:00 AM	1	21	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	48
12:00 PM	3	14	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	54
1:00 PM	2	24	29	12	0	1	0	0	0	0	0	0	0	0	0	0	0	68
2:00 PM	4	26	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	63
3:00 PM	1	26	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	57
4:00 PM	1	22	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	49
5:00 PM	3	14	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	48
6:00 PM	6	17	27	3	2	0	0	0	0	0	0	0	0	0	0	0	0	55
7:00 PM	3	22	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42
8:00 PM	3	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
9:00 PM	3	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	47	286	308	81	5	1	0	0	0	0	0	0	0	0	0	0	0	728
Percent	6.5%	39.3%	42.3%	11.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.3	mph	Mean (Average) Speed	15.5	mph
85th Percentile	19.3	mph	10 mph Pace	11.0 - 21.0	mph
95th Percentile	21.6	mph	Percent in Pace	82.7	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Saturday, September 17, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	2	4	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	23
8:00 AM	1	9	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 AM	2	14	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34
10:00 AM	1	15	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	55
11:00 AM	2	28	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	58
12:00 PM	3	34	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	73
1:00 PM	6	27	46	8	1	0	0	0	0	0	0	0	0	0	0	0	0	88
2:00 PM	7	31	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	68
3:00 PM	3	28	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	62
4:00 PM	1	20	43	10	0	0	0	0	0	0	0	0	0	0	0	0	0	74
5:00 PM	3	19	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	64
6:00 PM	6	21	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	56
7:00 PM	8	30	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	50
8:00 PM	3	21	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	47
9:00 PM	1	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	3	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
Total	56	332	387	72	5	0	1	0	0	0	0	0	0	0	0	0	0	853
Percent	6.6%	38.9%	45.4%	8.4%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	15.4	mph
85th Percentile	19.0	mph	10 mph Pace	10.6 - 20.6	mph
95th Percentile	21.1	mph	Percent in Pace	84.99	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	0	8	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	3	14	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:00 AM	0	8	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
10:00 AM	2	13	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36
11:00 AM	0	12	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33
12:00 PM	3	15	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	54
1:00 PM	0	15	27	3	0	1	0	0	0	0	0	0	0	0	0	0	0	46
2:00 PM	2	25	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	64
3:00 PM	2	19	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	44
4:00 PM	2	28	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	54
5:00 PM	4	23	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	59
6:00 PM	6	35	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64
7:00 PM	0	11	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37
8:00 PM	3	14	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00 PM	4	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	34	272	289	48	5	1	0	0	0	0	0	0	0	0	0	0	0	649
Percent	5.2%	41.9%	44.5%	7.4%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.3	mph	Mean (Average) Speed	15.4	mph
85th Percentile	19.0	mph	10 mph Pace	10.2 - 20.2	mph
95th Percentile	21.4	mph	Percent in Pace	86.0	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	0	9	11	1	0	0	1	0	0	0	0	0	0	0	0	0	0	22
9:00 AM	2	7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25
10:00 AM	1	14	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	50
11:00 AM	3	14	33	6	0	0	0	0	0	0	0	0	0	0	0	0	0	56
12:00 PM	2	13	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37
1:00 PM	3	26	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	72
2:00 PM	2	38	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	75
3:00 PM	3	24	18	7	0	1	0	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	3	18	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	59
5:00 PM	6	24	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	57
6:00 PM	14	28	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	64
7:00 PM	9	26	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	50
8:00 PM	7	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29
9:00 PM	5	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	62	297	305	57	1	1	1	0	0	0	0	0	0	0	0	0	0	724
Percent	8.6%	41.0%	42.1%	7.9%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.1	mph	Mean (Average) Speed	15.1	mph
85th Percentile	18.7	mph	10 mph Pace	9.8 - 19.8	mph
95th Percentile	20.8	mph	Percent in Pace	84.25	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	1	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	2	18	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	50
8:00 AM	1	11	21	12	1	0	0	0	0	0	0	0	0	0	0	0	0	46
9:00 AM	4	12	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:00 AM	1	19	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	40
11:00 AM	1	11	25	5	3	0	0	0	0	0	0	0	0	0	0	0	0	45
12:00 PM	4	16	29	11	0	0	0	0	0	0	0	0	0	0	0	0	0	60
1:00 PM	1	27	46	8	0	0	0	0	0	0	0	0	0	0	0	0	0	82
2:00 PM	1	20	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	50
3:00 PM	1	24	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	58
4:00 PM	2	26	39	9	0	0	0	0	0	0	0	0	0	0	0	0	0	76
5:00 PM	2	19	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	56
6:00 PM	2	18	21	8	1	0	0	0	0	0	0	0	0	0	0	0	0	50
7:00 PM	3	20	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	46
8:00 PM	0	22	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	2	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	31	294	346	106	6	0	0	0	0	0	0	0	0	0	0	0	0	783
Percent	4.0%	37.5%	44.2%	13.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.8	mph	Mean (Average) Speed	15.9	mph
85th Percentile	19.8	mph	10 mph Pace	11.1 - 21.1	mph
95th Percentile	22.1	mph	Percent in Pace	82.6	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	4	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	0	8	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	35
8:00 AM	1	9	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 AM	3	9	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33
10:00 AM	1	10	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	47
11:00 AM	2	22	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	59
12:00 PM	2	27	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	62
1:00 PM	2	29	37	7	2	0	0	0	0	0	0	0	0	0	0	0	0	77
2:00 PM	3	24	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	58
3:00 PM	3	21	43	7	0	0	0	0	0	0	0	0	0	0	0	0	0	74
4:00 PM	1	30	39	10	0	0	0	0	0	0	0	0	0	0	0	0	0	80
5:00 PM	7	34	46	9	0	0	0	0	0	0	0	0	0	0	0	0	0	96
6:00 PM	7	38	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	88
7:00 PM	14	24	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	65
8:00 PM	5	21	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42
9:00 PM	3	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	55	330	417	95	5	0	0	0	0	0	0	0	0	0	0	0	0	902
Percent	6.1%	36.6%	46.2%	10.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.7	mph	Mean (Average) Speed	15.7	mph
85th Percentile	19.3	mph	10 mph Pace	10.4 - 20.4	mph
95th Percentile	22.0	mph	Percent in Pace	83.81	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

Tuesday, September 20, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
6:00 AM	1	4	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	5	18	13	11	0	0	0	0	0	0	0	0	0	0	0	0	0	47
8:00 AM	1	11	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	39
9:00 AM	0	11	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:00 AM	3	21	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	45
11:00 AM	2	17	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	49
12:00 PM	1	20	26	9	2	0	0	0	0	0	0	0	0	0	0	0	0	58
1:00 PM	0	33	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	63
2:00 PM	1	18	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	45
3:00 PM	3	17	20	9	0	0	0	0	0	0	0	0	0	0	0	0	0	49
4:00 PM	1	29	40	7	0	0	0	0	0	0	0	0	0	0	0	0	0	77
5:00 PM	2	22	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	62
6:00 PM	1	25	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	67
7:00 PM	5	20	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	46
8:00 PM	5	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	34	323	327	89	9	0	0	0	0	0	0	0	0	0	0	0	0	782
Percent	4.3%	41.3%	41.8%	11.4%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.3	mph	Mean (Average) Speed	15.7	mph
85th Percentile	19.5	mph	10 mph Pace	11.2 - 21.2	mph
95th Percentile	22.0	mph	Percent in Pace	84.7	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	1	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18
7:00 AM	3	8	15	6	0	0	1	0	0	0	0	0	0	0	0	0	0	33
8:00 AM	1	12	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 AM	2	11	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29
10:00 AM	0	17	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45
11:00 AM	6	24	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	68
12:00 PM	6	23	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	63
1:00 PM	5	30	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	76
2:00 PM	1	28	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	52
3:00 PM	7	21	30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	69
4:00 PM	6	30	35	8	0	0	0	0	0	0	0	0	0	0	0	0	0	79
5:00 PM	5	29	40	6	0	0	0	0	0	0	0	0	0	0	0	0	0	80
6:00 PM	8	44	21	8	1	0	0	0	0	0	0	0	0	0	0	0	0	82
7:00 PM	3	29	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	53
8:00 PM	3	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	5	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	65	351	351	85	5	0	1	0	0	0	0	0	0	0	0	0	0	858
Percent	7.6%	40.9%	40.9%	9.9%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.1	mph	Mean (Average) Speed	15.2	mph
85th Percentile	19.0	mph	10 mph Pace	9.8 - 19.8	mph
95th Percentile	21.7	mph	Percent in Pace	81.82	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

Wednesday, September 21, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
6:00 AM	1	10	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	19	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	55
8:00 AM	1	10	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	45
9:00 AM	1	5	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26
10:00 AM	1	22	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40
11:00 AM	2	23	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	50
12:00 PM	5	23	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	58
1:00 PM	3	31	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0	67
2:00 PM	5	19	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	54
3:00 PM	2	17	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	51
4:00 PM	0	22	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	55
5:00 PM	3	20	32	6	1	0	0	0	0	0	0	0	0	0	0	0	0	62
6:00 PM	4	22	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	48
7:00 PM	6	25	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	54
8:00 PM	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	0	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	37	318	323	77	8	0	0	0	0	0	0	0	0	0	0	0	0	763
Percent	4.8%	41.7%	42.3%	10.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.2	mph	Mean (Average) Speed	15.5	mph
85th Percentile	19.2	mph	10 mph Pace	10.6 - 20.6	mph
95th Percentile	21.7	mph	Percent in Pace	84.9	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Wednesday, September 21, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	1	13	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 AM	0	9	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 AM	0	12	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35
10:00 AM	3	13	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39
11:00 AM	5	26	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	60
12:00 PM	4	16	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42
1:00 PM	3	41	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	70
2:00 PM	4	24	24	5	0	1	0	0	0	0	0	0	0	0	0	0	0	58
3:00 PM	6	32	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	74
4:00 PM	3	31	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	66
5:00 PM	7	41	34	5	1	0	0	0	0	0	0	0	0	0	0	0	0	88
6:00 PM	7	40	39	4	1	0	0	0	0	0	0	0	0	0	0	0	0	91
7:00 PM	19	34	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	76
8:00 PM	6	13	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00 PM	1	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	72	375	359	67	2	1	0	0	0	0	0	0	0	0	0	0	0	876
Percent	8.2%	42.8%	41.0%	7.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.0	mph	Mean (Average) Speed	15	mph
85th Percentile	18.8	mph	10 mph Pace	9.8 - 19.8	mph
95th Percentile	20.7	mph	Percent in Pace	84.13	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

Thursday, September 22, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	1	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	2	11	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39
8:00 AM	2	14	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	50
9:00 AM	1	24	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	53
10:00 AM	3	16	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36
11:00 AM	2	12	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	44
12:00 PM	2	38	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	72
1:00 PM	2	15	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	51
2:00 PM	2	14	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45
3:00 PM	3	20	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	61
4:00 PM	5	21	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0	62
5:00 PM	0	21	42	11	2	0	0	0	0	0	0	0	0	0	0	0	0	76
6:00 PM	4	20	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	56
7:00 PM	1	14	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	36
8:00 PM	3	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26
9:00 PM	1	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	2	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	36	284	365	89	5	0	0	0	0	0	0	0	0	0	0	0	0	779
Percent	4.6%	36.5%	46.9%	11.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.7	mph	Mean (Average) Speed	15.8	mph
85th Percentile	19.5	mph	10 mph Pace	10.8 - 20.8	mph
95th Percentile	21.9	mph	Percent in Pace	84.1	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	1	7	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	39
8:00 AM	1	14	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00 AM	6	21	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45
10:00 AM	3	19	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39
11:00 AM	3	15	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	48
12:00 PM	14	45	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	82
1:00 PM	4	23	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	76
2:00 PM	1	27	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	67
3:00 PM	3	37	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	66
4:00 PM	0	31	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	68
5:00 PM	9	43	41	12	0	0	0	0	0	0	0	0	0	0	0	0	0	105
6:00 PM	16	41	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	88
7:00 PM	6	36	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	61
8:00 PM	1	21	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41
9:00 PM	3	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
10:00 PM	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	75	405	378	62	5	0	0	0	0	0	0	0	0	0	0	0	0	925
Percent	8.1%	43.8%	40.9%	6.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	14.8	mph	Mean (Average) Speed	14.9	mph
85th Percentile	18.5	mph	10 mph Pace	9.4 - 19.4	mph
95th Percentile	20.7	mph	Percent in Pace	84.97	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12



Friday, September 23, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	1	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	2	15	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37
8:00 AM	1	12	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00 AM	3	12	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	30
10:00 AM	3	11	21	6	2	0	0	0	0	0	0	0	0	0	0	0	0	43
11:00 AM	0	14	25	2	0	1	0	0	0	0	0	0	0	0	0	0	0	42
12:00 PM	2	12	31	6	1	0	0	0	0	0	0	0	0	0	0	0	0	52
1:00 PM	3	21	37	8	0	0	0	0	0	0	0	0	0	0	0	0	0	69
2:00 PM	4	17	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	54
3:00 PM	3	23	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	66
4:00 PM	4	15	31	10	0	0	0	0	0	0	0	0	0	0	0	0	0	60
5:00 PM	7	28	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	68
6:00 PM	6	26	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	56
7:00 PM	3	33	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	63
8:00 PM	4	17	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	37
9:00 PM	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	48	293	355	79	8	1	0	0	0	0	0	0	0	0	0	0	0	784
Percent	6.1%	37.4%	45.3%	10.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	15.6	mph
85th Percentile	19.3	mph	10 mph Pace	11.5 - 21.5	mph
95th Percentile	21.8	mph	Percent in Pace	83.2	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	2	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	0	12	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33
8:00 AM	1	9	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 AM	1	8	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33
10:00 AM	1	13	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	48
11:00 AM	2	18	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	48
12:00 PM	4	27	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	67
1:00 PM	3	26	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	73
2:00 PM	2	27	29	5	0	1	0	0	0	0	0	0	0	0	0	0	0	64
3:00 PM	4	20	29	11	0	0	0	0	0	0	0	0	0	0	0	0	0	64
4:00 PM	2	32	50	15	1	0	0	0	0	0	0	0	0	0	0	0	0	100
5:00 PM	7	44	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	91
6:00 PM	9	53	33	6	0	0	0	0	0	0	0	0	0	0	0	0	0	101
7:00 PM	8	41	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
8:00 PM	1	29	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	45
9:00 PM	2	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	3	3	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
11:00 PM	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	56	391	417	91	5	1	0	0	0	0	0	0	0	0	0	0	0	961
Percent	5.8%	40.7%	43.4%	9.5%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	15.4	mph
85th Percentile	19.1	mph	10 mph Pace	10.0 - 20.0	mph
95th Percentile	21.4	mph	Percent in Pace	83.98	%

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	1	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	1	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	2	14	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37
8:00 AM	2	11	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	38
9:00 AM	2	12	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34
10:00 AM	2	18	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	42
11:00 AM	1	16	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	45
12:00 PM	3	20	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	58
1:00 PM	2	24	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	64
2:00 PM	3	20	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	54
3:00 PM	2	21	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	55
4:00 PM	2	23	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	61
5:00 PM	3	21	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	62
6:00 PM	4	23	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	57
7:00 PM	3	21	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47
8:00 PM	3	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	1	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	39	297	330	81	5	0	0	0	0	0	0	0	0	0	0	0	0	752
Percent	5.2%	39.5%	43.9%	10.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	15.4 mph	Mean (Average) Speed	15.6 mph
85th Percentile	19.3 mph	10 mph Pace	10.5 - 20.5 mph
95th Percentile	21.8 mph	Percent in Pace	83.6 %

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 12

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	1	8	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31
8:00 AM	1	10	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00 AM	2	12	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34
10:00 AM	1	14	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45
11:00 AM	3	21	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	57
12:00 PM	5	26	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	60
1:00 PM	4	29	37	6	1	0	0	0	0	0	0	0	0	0	0	0	0	77
2:00 PM	3	28	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	63
3:00 PM	4	26	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	65
4:00 PM	2	27	37	8	0	0	0	0	0	0	0	0	0	0	0	0	0	74
5:00 PM	6	33	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	82
6:00 PM	10	38	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	82
7:00 PM	10	31	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	62
8:00 PM	4	20	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:00 PM	3	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
10:00 PM	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	63	351	375	75	2	0	0	0	0	0	0	0	0	0	0	0	0	866
Percent	7.3%	40.5%	43.3%	8.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	15.2 mph	Mean (Average) Speed	15.3 mph
85th Percentile	18.9 mph	10 mph Pace	10.0 - 20.0 mph
95th Percentile	21.3 mph	Percent in Pace	83.5 %

Location: Wulfsohn BTWN E Meadows & W Meadows
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 12

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	6	3	9	6	9	15	3	5	8	3	3	6	2	4	6	2	6	8	2	3	5	2	4	7
1:00 AM	4	5	9	3	6	9	3	3	6	3	5	8	1	3	4	3	5	8	1	2	3	2	4	7
2:00 AM	3	8	11	2	4	6	0	0	0	0	3	3	0	2	2	0	2	2	2	6	8	0	2	2
3:00 AM	0	2	2	0	5	5	1	1	2	0	2	2	0	3	3	1	3	4	0	2	2	0	3	3
4:00 AM	5	0	5	5	1	6	5	0	5	9	3	12	7	2	9	5	1	6	5	1	6	7	2	9
5:00 AM	11	4	15	7	1	8	12	5	17	15	8	23	14	8	22	13	6	19	15	2	17	14	7	21
6:00 AM	13	4	17	8	4	12	13	12	25	16	18	34	19	16	35	14	13	27	15	17	32	16	16	32
7:00 AM	20	23	43	14	14	28	50	35	85	47	33	80	55	45	100	39	39	78	37	33	70	47	39	86
8:00 AM	28	33	61	27	22	49	46	31	77	39	32	71	45	33	78	50	30	80	30	35	65	45	32	76
9:00 AM	37	34	71	27	25	52	31	33	64	31	29	60	26	35	61	53	45	98	30	33	63	37	36	73
10:00 AM	55	55	110	36	50	86	40	47	87	45	45	90	40	39	79	36	39	75	43	48	91	40	41	81
11:00 AM	48	58	106	33	56	89	45	59	104	49	68	117	50	60	110	44	48	92	42	48	90	48	59	106
12:00 PM	54	73	127	54	37	91	60	62	122	58	63	121	58	42	100	72	82	154	52	67	119	63	62	125
1:00 PM	68	88	156	46	72	118	82	77	159	63	76	139	67	70	137	51	76	127	69	73	142	60	74	134
2:00 PM	63	68	131	64	75	139	50	58	108	45	52	97	54	58	112	45	67	112	54	64	118	48	59	107
3:00 PM	57	62	119	44	53	97	58	74	132	49	69	118	51	74	125	61	66	127	66	64	130	54	70	123
4:00 PM	49	74	123	54	59	113	76	80	156	77	79	156	55	66	121	62	68	130	60	100	160	65	71	136
5:00 PM	48	64	112	59	57	116	56	96	152	62	80	142	62	88	150	76	105	181	68	91	159	67	91	158
6:00 PM	55	56	111	64	64	128	50	88	138	67	82	149	48	91	139	56	88	144	56	101	157	57	87	144
7:00 PM	42	50	92	37	50	87	46	65	111	46	53	99	54	76	130	36	61	97	63	75	138	45	63	109
8:00 PM	21	47	68	30	29	59	27	42	69	28	28	56	20	30	50	26	41	67	37	45	82	25	33	58
9:00 PM	22	22	44	18	23	41	17	18	35	18	16	34	22	18	40	18	24	42	16	21	37	19	19	39
10:00 PM	10	10	20	7	7	14	8	7	15	9	6	15	9	7	16	13	6	19	12	21	33	10	6	17
11:00 PM	9	10	19	4	1	5	4	4	8	3	5	8	4	6	10	3	4	7	9	9	18	3	5	8
Total	728	853	1,581	649	724	1,373	783	902	1,685	782	858	1,640	763	876	1,639	779	925	1,704	784	961	1,745	775	886	1,661
Percent	46%	54%	-	47%	53%	-	46%	54%	-	48%	52%	-	47%	53%	-	46%	54%	-	45%	55%	-	47%	53%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: E Wulfsohn W/O Midland Ave

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 13

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	97	5,082	1,479	272	1,228	13	0	0	2	0	0	0	0	8,173
Percent	1.2%	62.2%	18.1%	3.3%	15.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	27	6,223	1,590	256	1,334	13	0	0	4	2	0	0	0	9,449
Percent	0.3%	65.9%	16.8%	2.7%	14.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	124	11,305	3,069	528	2,562	26	0	0	6	2	0	0	0	17,622
Percent	0.7%	64.2%	17.4%	3.0%	14.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Saturday, September 17, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	2	0	2	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	3	2	0	0	0	0	0	0	0	0	5
5:00 AM	0	6	2	3	4	0	0	0	0	0	0	0	0	15
6:00 AM	0	20	5	4	5	0	0	0	0	0	0	0	0	34
7:00 AM	2	37	6	3	6	0	0	0	0	0	0	0	0	54
8:00 AM	1	39	13	2	8	0	0	0	0	0	0	0	0	63
9:00 AM	1	54	26	0	10	0	0	0	0	0	0	0	0	91
10:00 AM	3	57	13	2	11	0	0	0	0	0	0	0	0	86
11:00 AM	0	51	15	0	15	0	0	0	0	0	0	0	0	81
12:00 PM	4	57	15	0	13	0	0	0	0	0	0	0	0	89
1:00 PM	0	43	16	4	16	0	0	0	0	0	0	0	0	79
2:00 PM	0	61	12	2	12	0	0	0	0	0	0	0	0	87
3:00 PM	1	46	13	3	10	0	0	0	0	0	0	0	0	73
4:00 PM	2	63	13	0	14	0	0	0	0	0	0	0	0	92
5:00 PM	2	36	12	3	9	0	0	0	0	0	0	0	0	62
6:00 PM	1	62	9	3	7	0	0	0	0	0	0	0	0	82
7:00 PM	2	35	9	2	9	0	0	0	0	0	0	0	0	57
8:00 PM	0	23	3	3	3	0	0	0	0	0	0	0	0	32
9:00 PM	0	18	6	2	10	0	0	0	0	0	0	0	0	36
10:00 PM	0	9	2	1	3	0	0	0	0	0	0	0	0	15
11:00 PM	0	8	2	2	1	0	0	0	0	0	0	0	0	13
Total	19	734	195	42	172	0	0	0	0	0	0	0	0	1,162
Percent	1.6%	63.2%	16.8%	3.6%	14.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Saturday, September 17, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	1	2	2	0	0	0	0	0	0	0	0	15
1:00 AM	0	6	0	1	1	0	0	0	0	0	0	0	0	8
2:00 AM	0	2	1	1	2	0	0	0	0	0	0	0	0	6
3:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	1	6	0	1	2	0	0	0	0	0	0	0	0	10
6:00 AM	0	3	4	1	1	0	0	0	0	0	0	0	0	9
7:00 AM	0	17	3	2	5	0	0	0	0	0	0	0	0	27
8:00 AM	0	34	7	1	4	0	0	0	0	0	0	0	0	46
9:00 AM	0	48	11	3	8	0	0	0	0	0	0	0	0	70
10:00 AM	0	51	18	2	12	0	0	0	0	0	0	0	0	83
11:00 AM	2	59	19	3	22	1	0	0	0	0	0	0	0	106
12:00 PM	0	71	24	1	18	0	0	0	0	0	0	0	0	114
1:00 PM	0	61	16	2	13	0	0	0	0	0	0	0	0	92
2:00 PM	0	71	15	1	20	0	0	0	0	0	0	0	0	107
3:00 PM	0	58	14	2	12	0	0	0	0	0	0	0	0	86
4:00 PM	2	67	15	5	14	0	0	0	0	0	0	0	0	103
5:00 PM	0	59	17	2	13	0	0	0	0	0	0	0	0	91
6:00 PM	1	68	15	2	9	0	0	0	0	0	0	0	0	95
7:00 PM	0	56	17	2	15	0	0	0	0	0	0	0	0	90
8:00 PM	0	48	6	4	10	0	0	0	0	0	0	0	0	68
9:00 PM	0	40	4	3	5	0	0	0	0	0	0	0	0	52
10:00 PM	0	24	5	1	6	0	0	0	0	0	0	0	0	36
11:00 PM	0	16	3	2	5	0	0	0	0	0	0	0	0	26
Total	6	878	216	44	201	1	0	0	0	0	0	0	0	1,346
Percent	0.4%	65.2%	16.0%	3.3%	14.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Sunday, September 18, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	3	1	0	0	0	0	0	0	0	0	5
5:00 AM	0	4	1	4	3	0	0	0	0	0	0	0	0	12
6:00 AM	1	11	6	3	3	0	0	0	0	0	0	0	0	24
7:00 AM	0	25	4	2	8	0	0	0	0	0	0	0	0	39
8:00 AM	1	37	15	2	7	0	0	0	0	0	0	0	0	62
9:00 AM	0	53	18	0	10	0	0	0	0	0	0	0	0	81
10:00 AM	1	53	15	2	10	0	0	0	0	0	0	0	0	81
11:00 AM	0	59	17	0	11	0	0	0	0	0	0	0	0	87
12:00 PM	0	56	9	1	17	0	0	0	0	0	0	0	0	83
1:00 PM	1	52	17	4	10	0	0	0	0	0	0	0	0	84
2:00 PM	1	53	12	5	15	0	0	0	0	0	0	0	0	86
3:00 PM	2	36	11	0	9	0	0	0	0	0	0	0	0	58
4:00 PM	5	36	15	1	6	0	0	0	0	0	0	0	0	63
5:00 PM	1	47	3	1	8	0	0	0	0	0	0	0	0	60
6:00 PM	1	41	13	3	7	0	0	0	0	0	0	0	0	65
7:00 PM	1	40	11	0	5	0	0	0	0	0	0	0	0	57
8:00 PM	0	18	6	3	2	0	0	0	0	0	0	0	0	29
9:00 PM	0	18	7	0	5	0	0	0	0	0	0	0	0	30
10:00 PM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	15	659	184	36	137	0	0	0	0	0	0	0	0	1,031
Percent	1.5%	63.9%	17.8%	3.5%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Sunday, September 18, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	2	2	0	0	0	0	0	0	0	0	13
1:00 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	3	2	1	2	0	0	0	0	0	0	0	0	8
3:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
6:00 AM	1	2	2	0	1	0	0	0	0	0	0	0	0	6
7:00 AM	1	23	3	0	4	0	0	0	0	0	0	0	0	31
8:00 AM	0	24	5	1	7	0	0	0	0	0	0	0	0	37
9:00 AM	0	32	12	2	9	0	0	0	0	0	0	0	0	55
10:00 AM	0	47	8	2	8	0	0	0	0	0	0	0	0	65
11:00 AM	0	52	21	4	13	0	0	0	0	0	0	0	0	90
12:00 PM	0	53	12	0	10	0	0	0	0	0	0	0	0	75
1:00 PM	0	56	9	1	7	0	0	0	0	0	0	0	0	73
2:00 PM	0	71	17	1	11	0	0	0	0	0	0	0	0	100
3:00 PM	0	54	12	2	14	0	0	0	0	0	0	0	0	82
4:00 PM	1	58	13	4	10	0	0	0	0	0	0	0	0	86
5:00 PM	1	57	18	2	6	0	0	0	0	0	0	0	0	84
6:00 PM	0	57	9	1	13	0	0	0	0	0	0	0	0	80
7:00 PM	2	45	6	5	7	0	0	0	0	0	0	0	0	65
8:00 PM	0	50	11	3	6	0	0	0	0	0	0	0	0	70
9:00 PM	0	23	9	2	9	0	0	0	0	0	0	0	0	43
10:00 PM	0	24	4	0	3	0	0	0	0	0	0	0	0	31
11:00 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
Total	6	755	177	37	145	0	0	0	0	0	0	0	0	1,120
Percent	0.5%	67.4%	15.8%	3.3%	12.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Monday, September 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	3	1	0	0	0	0	0	0	0	0	6
5:00 AM	1	19	7	4	7	0	0	0	0	0	0	0	0	38
6:00 AM	1	20	10	4	10	0	0	0	0	0	0	0	0	45
7:00 AM	1	58	17	3	14	0	0	0	0	0	0	0	0	93
8:00 AM	2	47	16	2	12	1	0	0	0	0	0	0	0	80
9:00 AM	0	46	9	0	11	1	0	0	0	0	0	0	0	67
10:00 AM	1	38	13	3	14	0	0	0	0	0	0	0	0	69
11:00 AM	1	44	9	0	14	0	0	0	0	0	0	0	0	68
12:00 PM	1	57	15	1	7	1	0	0	0	0	0	0	0	82
1:00 PM	3	43	21	2	17	0	0	0	0	0	0	0	0	86
2:00 PM	1	40	7	2	14	1	0	0	0	0	0	0	0	65
3:00 PM	0	52	10	3	8	0	0	0	0	0	0	0	0	73
4:00 PM	1	55	17	1	12	0	0	0	0	0	0	0	0	86
5:00 PM	1	65	19	2	13	0	0	0	0	0	0	0	0	100
6:00 PM	2	45	13	1	10	0	0	0	0	0	0	0	0	71
7:00 PM	1	22	10	0	10	1	0	0	0	0	0	0	0	44
8:00 PM	0	25	6	3	4	0	0	0	0	0	0	0	0	38
9:00 PM	0	13	6	1	3	0	0	0	0	0	0	0	0	23
10:00 PM	0	5	0	1	2	0	0	0	0	0	0	0	0	8
11:00 PM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
Total	17	708	206	36	185	5	0	0	0	0	0	0	0	1,157
Percent	1.5%	61.2%	17.8%	3.1%	16.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Monday, September 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	1	3	0	0	0	0	0	0	0	0	7
1:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	5	3	1	1	0	0	0	0	0	0	0	0	11
6:00 AM	0	6	5	1	1	0	0	0	0	0	0	0	0	13
7:00 AM	0	20	8	0	5	1	0	0	1	0	0	0	0	35
8:00 AM	0	40	3	1	7	0	0	0	0	0	0	0	0	51
9:00 AM	1	30	5	2	10	1	0	0	0	0	0	0	0	49
10:00 AM	0	46	10	2	8	0	0	0	0	0	0	0	0	66
11:00 AM	0	56	12	3	13	0	0	0	0	0	0	0	0	84
12:00 PM	1	71	15	0	11	0	0	0	0	0	0	0	0	98
1:00 PM	2	50	10	2	10	2	0	0	0	0	0	0	0	76
2:00 PM	0	63	16	2	4	0	0	0	0	0	0	0	0	85
3:00 PM	0	73	21	2	12	0	0	0	0	0	0	0	0	108
4:00 PM	1	89	25	3	20	0	0	0	0	0	0	0	0	138
5:00 PM	0	98	31	2	22	0	0	0	0	0	0	0	0	153
6:00 PM	0	83	22	2	23	0	0	0	0	0	0	0	0	130
7:00 PM	0	64	16	0	15	0	0	0	0	0	0	0	0	95
8:00 PM	0	43	13	3	10	0	0	0	0	0	0	0	0	69
9:00 PM	0	24	8	3	7	0	0	0	0	0	0	0	0	42
10:00 PM	0	10	3	0	3	0	0	0	0	0	0	0	0	16
11:00 PM	0	8	0	1	2	0	0	0	0	0	0	0	0	11
Total	6	884	226	33	188	4	0	0	1	0	0	0	0	1,342
Percent	0.4%	65.9%	16.8%	2.5%	14.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Tuesday, September 20, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	0	3	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	13	3	4	6	0	0	0	0	0	0	0	0	26
6:00 AM	1	33	13	4	15	0	0	0	0	0	0	0	0	66
7:00 AM	2	66	25	3	14	0	0	0	0	0	0	0	0	110
8:00 AM	0	64	22	2	11	0	0	0	0	0	0	0	0	99
9:00 AM	1	44	8	0	12	0	0	0	0	0	0	0	0	65
10:00 AM	0	36	14	4	19	0	0	0	0	0	0	0	0	73
11:00 AM	2	40	8	1	15	0	0	0	0	0	0	0	0	66
12:00 PM	3	62	13	0	13	0	0	0	0	0	0	0	0	91
1:00 PM	0	50	17	5	10	0	0	0	0	0	0	0	0	82
2:00 PM	1	37	12	5	9	1	0	0	0	0	0	0	0	65
3:00 PM	1	43	15	1	10	0	0	0	0	0	0	0	0	70
4:00 PM	1	63	17	2	9	0	0	0	0	0	0	0	0	92
5:00 PM	0	46	13	3	5	0	0	0	0	0	0	0	0	67
6:00 PM	1	47	19	1	10	0	0	0	0	0	0	0	0	78
7:00 PM	0	28	10	2	6	0	0	0	0	0	0	0	0	46
8:00 PM	0	21	1	4	9	0	0	0	0	0	0	0	0	35
9:00 PM	0	9	5	1	3	0	0	0	0	0	0	0	0	18
10:00 PM	0	7	1	1	1	0	0	0	0	0	0	0	0	10
11:00 PM	0	2	2	2	0	0	0	0	0	0	0	0	0	6
Total	13	719	218	49	180	1	0	0	0	0	0	0	0	1,180
Percent	1.1%	60.9%	18.5%	4.2%	15.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Tuesday, September 20, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	7	5	1	2	0	0	0	0	0	0	0	0	15
7:00 AM	0	19	11	1	8	0	0	0	0	0	0	0	0	39
8:00 AM	0	35	6	1	8	0	0	0	0	0	0	0	0	50
9:00 AM	0	36	7	4	9	0	0	0	0	0	0	0	0	56
10:00 AM	1	55	9	2	11	0	0	0	1	0	0	0	0	79
11:00 AM	0	56	12	2	19	1	0	0	0	0	0	0	0	90
12:00 PM	0	65	14	2	12	0	0	0	0	0	0	0	0	93
1:00 PM	2	51	27	3	7	0	0	0	0	0	0	0	0	90
2:00 PM	0	44	17	1	14	1	0	0	0	0	0	0	0	77
3:00 PM	2	92	15	2	14	0	0	0	0	0	0	0	0	125
4:00 PM	0	102	25	2	19	0	0	0	0	0	0	0	0	148
5:00 PM	0	109	34	1	21	0	0	0	0	0	0	0	0	165
6:00 PM	1	76	21	2	25	0	0	0	0	0	0	0	0	125
7:00 PM	0	52	13	2	17	0	0	0	0	0	0	0	0	84
8:00 PM	0	24	8	2	11	1	0	0	0	0	0	0	0	46
9:00 PM	0	21	8	2	5	0	0	0	0	0	0	0	0	36
10:00 PM	0	11	3	1	2	0	0	0	0	0	0	0	0	17
11:00 PM	0	6	0	2	1	0	0	0	0	0	0	0	0	9
Total	6	874	237	38	211	3	0	0	1	0	0	0	0	1,370
Percent	0.4%	63.8%	17.3%	2.8%	15.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Wednesday, September 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	2	2	4	0	0	0	0	0	0	0	0	10
5:00 AM	0	9	4	3	7	0	0	0	0	0	0	0	0	23
6:00 AM	0	31	20	5	15	0	0	0	0	0	0	0	0	71
7:00 AM	3	54	20	2	23	0	0	0	0	0	0	0	0	102
8:00 AM	1	54	15	2	17	0	0	0	0	0	0	0	0	89
9:00 AM	1	48	11	1	9	1	0	0	0	0	0	0	0	71
10:00 AM	1	35	15	4	7	0	0	0	0	0	0	0	0	62
11:00 AM	0	36	15	0	9	0	0	0	0	0	0	0	0	60
12:00 PM	0	52	17	1	12	1	0	0	0	0	0	0	0	83
1:00 PM	1	68	15	3	13	0	0	0	0	0	0	0	0	100
2:00 PM	1	52	8	2	16	0	0	0	0	0	0	0	0	79
3:00 PM	0	53	10	3	5	0	0	0	0	0	0	0	0	71
4:00 PM	0	41	14	2	15	0	0	0	0	0	0	0	0	72
5:00 PM	1	61	13	1	17	0	0	0	0	0	0	0	0	93
6:00 PM	0	54	15	1	11	0	0	0	0	0	0	0	0	81
7:00 PM	0	34	11	1	5	0	0	0	0	0	0	0	0	51
8:00 PM	1	18	9	2	5	0	0	0	0	0	0	0	0	35
9:00 PM	0	9	5	0	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	8	1	0	2	0	0	0	0	0	0	0	0	11
11:00 PM	1	7	0	0	1	0	0	0	0	0	0	0	0	9
Total	12	728	220	36	195	2	0	0	0	0	0	0	0	1,193
Percent	1.0%	61.0%	18.4%	3.0%	16.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Wednesday, September 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
1:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	3	0	1	0	0	0	0	0	0	0	0	4
5:00 AM	0	7	3	1	2	0	0	0	0	0	0	0	0	13
6:00 AM	0	9	5	1	0	0	0	0	0	0	0	0	0	15
7:00 AM	1	18	11	1	10	0	0	0	0	0	0	0	0	41
8:00 AM	0	32	14	2	14	1	0	0	0	0	0	0	0	63
9:00 AM	0	37	6	2	8	0	0	0	0	0	0	0	0	53
10:00 AM	0	50	15	1	10	0	0	0	0	0	0	0	0	76
11:00 AM	0	51	9	4	14	0	0	0	0	0	0	0	0	78
12:00 PM	0	52	11	1	11	0	0	0	0	0	0	0	0	75
1:00 PM	0	57	12	2	9	0	0	0	0	0	0	0	0	80
2:00 PM	0	78	10	2	14	0	0	0	0	0	0	0	0	104
3:00 PM	0	71	18	1	17	0	0	0	0	0	0	0	0	107
4:00 PM	0	83	29	3	13	0	0	0	0	0	0	0	0	128
5:00 PM	0	124	35	2	15	0	0	0	0	0	0	0	0	176
6:00 PM	0	98	18	3	16	0	0	0	0	0	0	0	0	135
7:00 PM	0	59	15	2	13	0	0	0	0	0	0	0	0	89
8:00 PM	0	35	17	2	8	0	0	0	0	0	0	0	0	62
9:00 PM	0	23	3	1	7	0	0	0	0	0	0	0	0	34
10:00 PM	0	12	7	1	2	0	0	0	0	0	0	0	0	22
11:00 PM	0	12	1	0	2	0	0	0	0	0	0	0	0	15
Total	1	916	242	36	190	1	0	0	0	0	0	0	0	1,386
Percent	0.1%	66.1%	17.5%	2.6%	13.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Thursday, September 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	1	2	4	0	0	0	0	0	0	0	0	10
5:00 AM	1	6	6	3	6	0	0	0	0	0	0	0	0	22
6:00 AM	1	29	14	6	11	0	0	0	0	0	0	0	0	61
7:00 AM	1	68	18	2	22	0	0	0	0	0	0	0	0	111
8:00 AM	0	59	23	2	7	0	0	0	0	0	0	0	0	91
9:00 AM	0	41	12	0	15	0	0	0	0	0	0	0	0	68
10:00 AM	0	51	18	3	8	0	0	0	0	0	0	0	0	80
11:00 AM	2	45	12	0	5	0	0	0	0	0	0	0	0	64
12:00 PM	0	39	23	2	8	1	0	0	0	0	0	0	0	73
1:00 PM	0	43	16	3	7	0	0	0	0	0	0	0	0	69
2:00 PM	0	44	14	1	9	0	0	0	0	0	0	0	0	68
3:00 PM	1	53	19	2	12	1	0	0	0	0	0	0	0	88
4:00 PM	1	55	16	3	7	0	0	0	0	0	0	0	0	82
5:00 PM	0	48	15	3	12	0	0	0	0	0	0	0	0	78
6:00 PM	3	53	16	0	8	0	0	0	0	0	0	0	0	80
7:00 PM	0	50	8	2	4	0	0	0	0	0	0	0	0	64
8:00 PM	0	23	4	2	3	0	0	0	0	0	0	0	0	32
9:00 PM	0	15	2	1	8	0	0	0	0	0	0	0	0	26
10:00 PM	0	7	2	0	3	0	0	0	0	0	0	0	0	12
11:00 PM	0	7	0	2	0	0	0	0	0	0	0	0	0	9
Total	10	743	242	39	161	2	0	0	0	0	0	0	0	1,197
Percent	0.8%	62.1%	20.2%	3.3%	13.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Thursday, September 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	1	0	4	0	0	0	0	0	0	0	0	13
1:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	7	3	1	1	0	0	0	0	0	0	0	0	12
6:00 AM	0	9	4	3	3	0	0	0	0	0	0	0	0	19
7:00 AM	0	18	12	1	6	1	0	0	0	0	0	0	0	38
8:00 AM	0	38	9	1	12	0	0	0	0	0	0	0	0	60
9:00 AM	0	41	17	2	10	0	0	0	0	0	0	0	0	70
10:00 AM	0	40	14	1	12	0	0	0	0	0	0	0	0	67
11:00 AM	0	40	10	3	13	0	0	0	0	0	0	0	0	66
12:00 PM	0	44	17	1	17	0	0	0	0	0	0	0	0	79
1:00 PM	0	61	21	2	9	0	0	0	0	0	0	0	0	93
2:00 PM	0	56	10	1	12	0	0	0	0	0	0	0	0	79
3:00 PM	0	66	26	4	17	0	0	0	1	0	0	0	0	114
4:00 PM	0	101	19	2	13	0	0	0	0	0	0	0	0	135
5:00 PM	0	121	29	1	25	0	0	0	0	0	0	0	0	176
6:00 PM	0	88	12	2	12	0	0	0	0	0	0	0	0	114
7:00 PM	0	58	11	2	12	0	0	0	0	0	0	0	0	83
8:00 PM	0	46	12	2	7	0	0	0	0	0	0	0	0	67
9:00 PM	0	35	5	2	8	0	0	0	0	0	0	0	0	50
10:00 PM	0	18	3	1	4	0	0	0	0	0	0	0	0	26
11:00 PM	0	16	4	0	2	0	0	0	0	0	0	0	0	22
Total	0	914	240	33	204	1	0	0	1	0	0	0	0	1,393
Percent	0.0%	65.6%	17.2%	2.4%	14.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Friday, September 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	0	3	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	12	5	3	5	0	0	0	0	0	0	0	0	25
6:00 AM	0	30	10	3	9	0	0	0	0	0	0	0	0	52
7:00 AM	2	47	15	1	14	0	0	0	0	0	0	0	0	79
8:00 AM	0	51	17	1	7	0	0	0	0	0	0	0	0	76
9:00 AM	0	50	12	1	15	0	0	0	0	0	0	0	0	78
10:00 AM	1	54	11	1	11	0	0	0	1	0	0	0	0	79
11:00 AM	0	48	16	1	10	0	0	0	1	0	0	0	0	76
12:00 PM	0	59	19	2	4	0	0	0	0	0	0	0	0	84
1:00 PM	0	45	6	3	18	0	0	0	0	0	0	0	0	72
2:00 PM	1	51	15	1	18	1	0	0	0	0	0	0	0	87
3:00 PM	0	73	13	3	11	1	0	0	0	0	0	0	0	101
4:00 PM	1	54	17	2	15	1	0	0	0	0	0	0	0	90
5:00 PM	3	59	17	1	12	0	0	0	0	0	0	0	0	92
6:00 PM	1	50	19	2	17	0	0	0	0	0	0	0	0	89
7:00 PM	0	38	9	0	11	0	0	0	0	0	0	0	0	58
8:00 PM	0	28	3	5	5	0	0	0	0	0	0	0	0	41
9:00 PM	0	16	8	1	6	0	0	0	0	0	0	0	0	31
10:00 PM	0	12	0	0	3	0	0	0	0	0	0	0	0	15
11:00 PM	0	7	2	0	3	0	0	0	0	0	0	0	0	12
Total	11	791	214	34	198	3	0	0	2	0	0	0	0	1,253
Percent	0.9%	63.1%	17.1%	2.7%	15.8%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Friday, September 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	1	1	0	0	0	0	0	0	0	0	8
1:00 AM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	4	1	0	3	0	0	0	0	0	0	0	0	8
6:00 AM	0	8	0	1	3	0	0	0	0	0	0	0	0	12
7:00 AM	0	28	5	1	5	1	0	0	0	0	0	0	0	40
8:00 AM	0	30	10	0	11	1	0	0	0	0	0	0	0	52
9:00 AM	0	35	8	1	11	1	0	0	0	0	0	0	0	56
10:00 AM	0	51	13	2	10	0	0	0	0	0	0	0	0	76
11:00 AM	0	55	16	3	8	0	0	0	0	0	0	0	0	82
12:00 PM	0	66	22	1	14	0	0	0	0	0	0	0	0	103
1:00 PM	0	60	17	1	16	0	0	0	0	0	0	0	0	94
2:00 PM	0	58	20	1	15	0	0	0	0	0	0	0	0	94
3:00 PM	0	108	19	1	13	0	0	0	0	0	0	0	0	141
4:00 PM	0	107	29	3	21	0	0	0	1	2	0	0	0	163
5:00 PM	1	107	19	2	16	0	0	0	0	0	0	0	0	145
6:00 PM	1	86	22	2	13	0	0	0	0	0	0	0	0	124
7:00 PM	0	74	13	5	10	0	0	0	0	0	0	0	0	102
8:00 PM	0	40	12	3	8	0	0	0	0	0	0	0	0	63
9:00 PM	0	36	13	3	6	0	0	0	0	0	0	0	0	58
10:00 PM	0	30	7	0	4	0	0	0	0	0	0	0	0	41
11:00 PM	0	10	5	1	3	0	0	0	0	0	0	0	0	19
Total	2	1,002	252	35	195	3	0	0	1	2	0	0	0	1,492
Percent	0.1%	67.2%	16.9%	2.3%	13.1%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	1	3	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	10	4	3	5	0	0	0	0	0	0	0	0	22
6:00 AM	1	25	11	4	10	0	0	0	0	0	0	0	0	51
7:00 AM	2	51	15	2	14	0	0	0	0	0	0	0	0	84
8:00 AM	1	50	17	2	10	0	0	0	0	0	0	0	0	80
9:00 AM	0	48	14	0	12	0	0	0	0	0	0	0	0	74
10:00 AM	1	46	14	3	11	0	0	0	0	0	0	0	0	75
11:00 AM	1	46	13	0	11	0	0	0	0	0	0	0	0	71
12:00 PM	1	55	16	1	11	0	0	0	0	0	0	0	0	84
1:00 PM	1	49	15	3	13	0	0	0	0	0	0	0	0	81
2:00 PM	1	48	11	3	13	0	0	0	0	0	0	0	0	76
3:00 PM	1	51	13	2	9	0	0	0	0	0	0	0	0	76
4:00 PM	2	52	16	2	11	0	0	0	0	0	0	0	0	83
5:00 PM	1	52	13	2	11	0	0	0	0	0	0	0	0	79
6:00 PM	1	50	15	2	10	0	0	0	0	0	0	0	0	78
7:00 PM	1	35	10	1	7	0	0	0	0	0	0	0	0	54
8:00 PM	0	22	5	3	4	0	0	0	0	0	0	0	0	34
9:00 PM	0	14	6	1	5	0	0	0	0	0	0	0	0	26
10:00 PM	0	8	1	1	2	0	0	0	0	0	0	0	0	12
11:00 PM	0	6	1	1	1	0	0	0	0	0	0	0	0	9
Total	15	725	211	39	174	0	0	0	0	0	0	0	0	1,164
Percent	1.3%	62.3%	18.1%	3.4%	14.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	1	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	3	0	1	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	5	2	1	1	0	0	0	0	0	0	0	0	9
6:00 AM	0	6	4	1	2	0	0	0	0	0	0	0	0	13
7:00 AM	0	20	8	1	6	0	0	0	0	0	0	0	0	35
8:00 AM	0	33	8	1	9	0	0	0	0	0	0	0	0	51
9:00 AM	0	37	9	2	9	0	0	0	0	0	0	0	0	57
10:00 AM	0	49	12	2	10	0	0	0	0	0	0	0	0	73
11:00 AM	0	53	14	3	15	0	0	0	0	0	0	0	0	85
12:00 PM	0	60	16	1	13	0	0	0	0	0	0	0	0	90
1:00 PM	1	57	16	2	10	0	0	0	0	0	0	0	0	86
2:00 PM	0	63	15	1	13	0	0	0	0	0	0	0	0	92
3:00 PM	0	75	18	2	14	0	0	0	0	0	0	0	0	109
4:00 PM	1	87	22	3	16	0	0	0	0	0	0	0	0	129
5:00 PM	0	96	26	2	17	0	0	0	0	0	0	0	0	141
6:00 PM	0	79	17	2	16	0	0	0	0	0	0	0	0	114
7:00 PM	0	58	13	3	13	0	0	0	0	0	0	0	0	87
8:00 PM	0	41	11	3	9	0	0	0	0	0	0	0	0	64
9:00 PM	0	29	7	2	7	0	0	0	0	0	0	0	0	45
10:00 PM	0	18	5	1	3	0	0	0	0	0	0	0	0	27
11:00 PM	0	11	2	1	2	0	0	0	0	0	0	0	0	16
Total	2	888	227	38	190	0	0	0	0	0	0	0	0	1,345
Percent	0.1%	66.0%	16.9%	2.8%	14.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	1	2	4	0	0	0	0	0	0	0	0	10
5:00 AM	0	9	4	3	6	0	0	0	0	0	0	0	0	24
6:00 AM	1	31	16	5	14	0	0	0	0	0	0	0	0	66
7:00 AM	2	63	21	2	20	0	0	0	0	0	0	0	0	108
8:00 AM	0	59	20	2	12	0	0	0	0	0	0	0	0	93
9:00 AM	1	44	10	0	12	0	0	0	0	0	0	0	0	68
10:00 AM	0	41	16	4	11	0	0	0	0	0	0	0	0	72
11:00 AM	1	40	12	0	10	0	0	0	0	0	0	0	0	63
12:00 PM	1	51	18	1	11	1	0	0	0	0	0	0	0	82
1:00 PM	0	54	16	4	10	0	0	0	0	0	0	0	0	84
2:00 PM	1	44	11	3	11	0	0	0	0	0	0	0	0	71
3:00 PM	1	50	15	2	9	0	0	0	0	0	0	0	0	76
4:00 PM	1	53	16	2	10	0	0	0	0	0	0	0	0	82
5:00 PM	0	52	14	2	11	0	0	0	0	0	0	0	0	79
6:00 PM	1	51	17	1	10	0	0	0	0	0	0	0	0	80
7:00 PM	0	37	10	2	5	0	0	0	0	0	0	0	0	54
8:00 PM	0	21	5	3	6	0	0	0	0	0	0	0	0	34
9:00 PM	0	11	4	1	4	0	0	0	0	0	0	0	0	20
10:00 PM	0	7	1	0	2	0	0	0	0	0	0	0	0	11
11:00 PM	0	5	1	1	0	0	0	0	0	0	0	0	0	8
Total	12	730	227	41	179	2	0	0	0	0	0	0	0	1,190
Percent	1.0%	61.3%	19.0%	3.5%	15.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	1	2	0	0	0	0	0	0	0	0	9
1:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	6	2	1	1	0	0	0	0	0	0	0	0	10
6:00 AM	0	8	5	2	2	0	0	0	0	0	0	0	0	16
7:00 AM	0	18	11	1	8	0	0	0	0	0	0	0	0	39
8:00 AM	0	35	10	1	11	0	0	0	0	0	0	0	0	58
9:00 AM	0	38	10	3	9	0	0	0	0	0	0	0	0	60
10:00 AM	0	48	13	1	11	0	0	0	0	0	0	0	0	74
11:00 AM	0	49	10	3	15	0	0	0	0	0	0	0	0	78
12:00 PM	0	54	14	1	13	0	0	0	0	0	0	0	0	82
1:00 PM	1	56	20	2	8	0	0	0	0	0	0	0	0	88
2:00 PM	0	59	12	1	13	0	0	0	0	0	0	0	0	87
3:00 PM	1	76	20	2	16	0	0	0	0	0	0	0	0	115
4:00 PM	0	95	24	2	15	0	0	0	0	0	0	0	0	137
5:00 PM	0	118	33	1	20	0	0	0	0	0	0	0	0	172
6:00 PM	0	87	17	2	18	0	0	0	0	0	0	0	0	125
7:00 PM	0	56	13	2	14	0	0	0	0	0	0	0	0	85
8:00 PM	0	35	12	2	9	0	0	0	0	0	0	0	0	58
9:00 PM	0	26	5	2	7	0	0	0	0	0	0	0	0	40
10:00 PM	0	14	4	1	3	0	0	0	0	0	0	0	0	22
11:00 PM	0	11	2	1	2	0	0	0	0	0	0	0	0	15
Total	2	901	240	36	202	2	0	0	1	0	0	0	0	1,383
Percent	0.2%	65.2%	17.3%	2.6%	14.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: E Wulfsohn W/O Midland Ave

Count Direction: Eastbound / Westbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 13

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	4	72	943	3,631	2,912	559	49	2	1	0	0	0	0	0	0	0	0	8,173
Percent	0.0%	0.9%	11.5%	44.4%	35.6%	6.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	11	200	2,624	5,108	1,399	93	12	2	0	0	0	0	0	0	0	0	0	9,449
Percent	0.1%	2.1%	27.8%	54.1%	14.8%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	15	272	3,567	8,739	4,311	652	61	4	1	0	0	0	0	0	0	0	0	17,622
Percent	0.1%	1.5%	20.2%	49.6%	24.5%	3.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			Eastbound		
50th Percentile (Median)	24.4	mph	Mean (Average) Speed	24.4	mph
85th Percentile	28.5	mph	10 mph Pace	19.9 - 29.9	mph
95th Percentile	30.9	mph	Percent in Pace	80.0	%
Westbound			Westbound		
50th Percentile (Median)	21.7	mph	Mean (Average) Speed	21.7	mph
85th Percentile	25.2	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	27.3	mph	Percent in Pace	86.4	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Saturday, September 17, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	3	5	6	1	0	0	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	0	3	15	13	3	0	0	0	0	0	0	0	0	0	0	0	34
7:00 AM	0	1	3	16	27	6	1	0	0	0	0	0	0	0	0	0	0	54
8:00 AM	0	0	7	21	30	5	0	0	0	0	0	0	0	0	0	0	0	63
9:00 AM	0	3	11	40	31	6	0	0	0	0	0	0	0	0	0	0	0	91
10:00 AM	0	0	18	42	22	4	0	0	0	0	0	0	0	0	0	0	0	86
11:00 AM	0	1	8	35	31	4	2	0	0	0	0	0	0	0	0	0	0	81
12:00 PM	0	4	8	50	20	7	0	0	0	0	0	0	0	0	0	0	0	89
1:00 PM	0	0	7	31	37	4	0	0	0	0	0	0	0	0	0	0	0	79
2:00 PM	0	2	8	34	37	4	2	0	0	0	0	0	0	0	0	0	0	87
3:00 PM	0	0	7	35	29	2	0	0	0	0	0	0	0	0	0	0	0	73
4:00 PM	0	0	11	37	39	5	0	0	0	0	0	0	0	0	0	0	0	92
5:00 PM	0	1	6	30	24	1	0	0	0	0	0	0	0	0	0	0	0	62
6:00 PM	0	0	7	43	24	8	0	0	0	0	0	0	0	0	0	0	0	82
7:00 PM	0	0	3	31	20	3	0	0	0	0	0	0	0	0	0	0	0	57
8:00 PM	0	0	5	17	9	1	0	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	0	1	3	21	10	1	0	0	0	0	0	0	0	0	0	0	0	36
10:00 PM	0	0	2	7	6	0	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	0	13	124	533	420	67	5	0	0	0	0	0	0	0	0	0	0	1,162
Percent	0.0%	1.1%	10.7%	45.9%	36.1%	5.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.4	mph	Mean (Average) Speed	24.3	mph
85th Percentile	28.0	mph	10 mph Pace	19.2 - 29.2	mph
95th Percentile	30.6	mph	Percent in Pace	83.0	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Saturday, September 17, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	1	6	15	4	1	0	0	0	0	0	0	0	0	0	0	0	27
8:00 AM	0	1	9	29	5	2	0	0	0	0	0	0	0	0	0	0	0	46
9:00 AM	0	0	19	37	14	0	0	0	0	0	0	0	0	0	0	0	0	70
10:00 AM	0	3	32	32	14	1	0	1	0	0	0	0	0	0	0	0	0	83
11:00 AM	0	4	33	49	20	0	0	0	0	0	0	0	0	0	0	0	0	106
12:00 PM	0	2	22	73	15	1	1	0	0	0	0	0	0	0	0	0	0	114
1:00 PM	0	3	21	55	13	0	0	0	0	0	0	0	0	0	0	0	0	92
2:00 PM	0	3	39	50	13	2	0	0	0	0	0	0	0	0	0	0	0	107
3:00 PM	1	1	19	54	11	0	0	0	0	0	0	0	0	0	0	0	0	86
4:00 PM	0	1	22	58	21	1	0	0	0	0	0	0	0	0	0	0	0	103
5:00 PM	0	0	31	44	15	1	0	0	0	0	0	0	0	0	0	0	0	91
6:00 PM	0	1	22	56	14	2	0	0	0	0	0	0	0	0	0	0	0	95
7:00 PM	0	4	30	49	7	0	0	0	0	0	0	0	0	0	0	0	0	90
8:00 PM	0	2	26	31	8	1	0	0	0	0	0	0	0	0	0	0	0	68
9:00 PM	1	4	21	18	8	0	0	0	0	0	0	0	0	0	0	0	0	52
10:00 PM	0	3	5	24	4	0	0	0	0	0	0	0	0	0	0	0	0	36
11:00 PM	0	1	8	13	2	2	0	0	0	0	0	0	0	0	0	0	0	26
Total	2	34	388	711	195	14	1	1	0	0	0	0	0	0	0	0	0	1,346
Percent	0.1%	2.5%	28.8%	52.8%	14.5%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.7	mph	Mean (Average) Speed	21.7	mph
85th Percentile	25.1	mph	10 mph Pace	16.7 - 26.7	mph
95th Percentile	27.1	mph	Percent in Pace	87.37	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Sunday, September 18, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	0	4	9	10	0	1	0	0	0	0	0	0	0	0	0	0	24
7:00 AM	0	0	2	18	13	6	0	0	0	0	0	0	0	0	0	0	0	39
8:00 AM	0	0	8	23	28	3	0	0	0	0	0	0	0	0	0	0	0	62
9:00 AM	0	1	5	32	36	7	0	0	0	0	0	0	0	0	0	0	0	81
10:00 AM	0	0	7	35	35	4	0	0	0	0	0	0	0	0	0	0	0	81
11:00 AM	0	1	12	38	31	4	1	0	0	0	0	0	0	0	0	0	0	87
12:00 PM	0	1	7	33	31	11	0	0	0	0	0	0	0	0	0	0	0	83
1:00 PM	0	0	13	38	27	5	1	0	0	0	0	0	0	0	0	0	0	84
2:00 PM	0	0	9	44	30	2	1	0	0	0	0	0	0	0	0	0	0	86
3:00 PM	0	0	5	25	21	5	2	0	0	0	0	0	0	0	0	0	0	58
4:00 PM	0	0	9	22	28	4	0	0	0	0	0	0	0	0	0	0	0	63
5:00 PM	0	1	3	27	25	3	0	1	0	0	0	0	0	0	0	0	0	60
6:00 PM	0	0	3	31	21	9	1	0	0	0	0	0	0	0	0	0	0	65
7:00 PM	0	0	1	29	23	2	1	0	1	0	0	0	0	0	0	0	0	57
8:00 PM	0	0	3	8	12	6	0	0	0	0	0	0	0	0	0	0	0	29
9:00 PM	0	1	2	17	10	0	0	0	0	0	0	0	0	0	0	0	0	30
10:00 PM	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	5	98	447	398	73	8	1	1	0	0	0	0	0	0	0	0	1,031
Percent	0.0%	0.5%	9.5%	43.4%	38.6%	7.1%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.7	mph	Mean (Average) Speed	24.8	mph
85th Percentile	28.7	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	31.2	mph	Percent in Pace	82.0	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Sunday, September 18, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	1	9	16	3	1	1	0	0	0	0	0	0	0	0	0	0	31
8:00 AM	0	0	14	18	4	1	0	0	0	0	0	0	0	0	0	0	0	37
9:00 AM	0	1	15	32	7	0	0	0	0	0	0	0	0	0	0	0	0	55
10:00 AM	0	0	15	36	13	1	0	0	0	0	0	0	0	0	0	0	0	65
11:00 AM	0	0	19	48	22	1	0	0	0	0	0	0	0	0	0	0	0	90
12:00 PM	0	1	15	43	15	1	0	0	0	0	0	0	0	0	0	0	0	75
1:00 PM	0	0	18	41	13	1	0	0	0	0	0	0	0	0	0	0	0	73
2:00 PM	0	1	21	53	25	0	0	0	0	0	0	0	0	0	0	0	0	100
3:00 PM	0	1	15	47	16	3	0	0	0	0	0	0	0	0	0	0	0	82
4:00 PM	0	1	24	49	12	0	0	0	0	0	0	0	0	0	0	0	0	86
5:00 PM	0	2	14	43	21	2	2	0	0	0	0	0	0	0	0	0	0	84
6:00 PM	0	0	13	54	12	1	0	0	0	0	0	0	0	0	0	0	0	80
7:00 PM	0	3	13	36	13	0	0	0	0	0	0	0	0	0	0	0	0	65
8:00 PM	0	2	17	43	8	0	0	0	0	0	0	0	0	0	0	0	0	70
9:00 PM	0	1	12	24	6	0	0	0	0	0	0	0	0	0	0	0	0	43
10:00 PM	0	0	11	15	2	3	0	0	0	0	0	0	0	0	0	0	0	31
11:00 PM	0	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	20	261	620	201	15	3	0	0	0	0	0	0	0	0	0	0	1,120
Percent	0.0%	1.8%	23.3%	55.4%	17.9%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	22.0	mph	Mean (Average) Speed	22.2	mph
85th Percentile	25.7	mph	10 mph Pace	18.1 - 28.1	mph
95th Percentile	28.1	mph	Percent in Pace	83.93	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Monday, September 19, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	1	5	17	11	4	0	0	0	0	0	0	0	0	0	0	0	38
6:00 AM	0	0	7	13	21	3	1	0	0	0	0	0	0	0	0	0	0	45
7:00 AM	0	1	7	28	46	10	1	0	0	0	0	0	0	0	0	0	0	93
8:00 AM	0	1	9	24	35	11	0	0	0	0	0	0	0	0	0	0	0	80
9:00 AM	0	0	6	31	25	4	1	0	0	0	0	0	0	0	0	0	0	67
10:00 AM	0	1	8	39	18	3	0	0	0	0	0	0	0	0	0	0	0	69
11:00 AM	1	2	7	27	25	6	0	0	0	0	0	0	0	0	0	0	0	68
12:00 PM	0	0	6	33	37	5	1	0	0	0	0	0	0	0	0	0	0	82
1:00 PM	1	2	6	33	35	9	0	0	0	0	0	0	0	0	0	0	0	86
2:00 PM	0	0	4	30	26	5	0	0	0	0	0	0	0	0	0	0	0	65
3:00 PM	0	0	5	30	30	8	0	0	0	0	0	0	0	0	0	0	0	73
4:00 PM	1	0	6	40	37	2	0	0	0	0	0	0	0	0	0	0	0	86
5:00 PM	0	1	10	43	41	5	0	0	0	0	0	0	0	0	0	0	0	100
6:00 PM	0	0	7	38	19	7	0	0	0	0	0	0	0	0	0	0	0	71
7:00 PM	0	2	6	22	12	2	0	0	0	0	0	0	0	0	0	0	0	44
8:00 PM	0	0	6	16	14	2	0	0	0	0	0	0	0	0	0	0	0	38
9:00 PM	0	0	2	16	3	1	1	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	3	11	111	494	443	90	5	0	0	0	0	0	0	0	0	0	0	1,157
Percent	0.3%	1.0%	9.6%	42.7%	38.3%	7.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.5	mph	Mean (Average) Speed	24.6	mph
85th Percentile	28.9	mph	10 mph Pace	20.0 - 30.0	mph
95th Percentile	31.0	mph	Percent in Pace	80.8	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Monday, September 19, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	1	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	14	16	4	1	0	0	0	0	0	0	0	0	0	0	0	35
8:00 AM	0	1	16	24	8	2	0	0	0	0	0	0	0	0	0	0	0	51
9:00 AM	0	0	11	33	5	0	0	0	0	0	0	0	0	0	0	0	0	49
10:00 AM	0	0	10	50	4	2	0	0	0	0	0	0	0	0	0	0	0	66
11:00 AM	0	1	24	44	14	1	0	0	0	0	0	0	0	0	0	0	0	84
12:00 PM	0	0	20	56	22	0	0	0	0	0	0	0	0	0	0	0	0	98
1:00 PM	0	2	20	37	15	1	1	0	0	0	0	0	0	0	0	0	0	76
2:00 PM	0	1	15	50	17	1	1	0	0	0	0	0	0	0	0	0	0	85
3:00 PM	0	1	25	62	20	0	0	0	0	0	0	0	0	0	0	0	0	108
4:00 PM	0	3	43	70	19	3	0	0	0	0	0	0	0	0	0	0	0	138
5:00 PM	0	1	42	83	26	1	0	0	0	0	0	0	0	0	0	0	0	153
6:00 PM	0	4	44	64	14	4	0	0	0	0	0	0	0	0	0	0	0	130
7:00 PM	0	8	30	46	10	1	0	0	0	0	0	0	0	0	0	0	0	95
8:00 PM	0	1	32	32	4	0	0	0	0	0	0	0	0	0	0	0	0	69
9:00 PM	0	1	12	19	10	0	0	0	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	0	5	8	2	1	0	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	26	384	708	204	18	2	0	0	0	0	0	0	0	0	0	0	1,342
Percent	0.0%	1.9%	28.6%	52.8%	15.2%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.8	mph
85th Percentile	25.2	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	27.3	mph	Percent in Pace	87.03	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Tuesday, September 20, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	6	8	8	3	1	0	0	0	0	0	0	0	0	0	0	26
6:00 AM	0	1	8	26	25	4	2	0	0	0	0	0	0	0	0	0	0	66
7:00 AM	0	0	17	40	37	14	2	0	0	0	0	0	0	0	0	0	0	110
8:00 AM	0	1	17	26	35	19	1	0	0	0	0	0	0	0	0	0	0	99
9:00 AM	0	2	9	33	15	6	0	0	0	0	0	0	0	0	0	0	0	65
10:00 AM	0	2	13	33	19	6	0	0	0	0	0	0	0	0	0	0	0	73
11:00 AM	0	0	7	29	24	6	0	0	0	0	0	0	0	0	0	0	0	66
12:00 PM	0	1	11	46	24	9	0	0	0	0	0	0	0	0	0	0	0	91
1:00 PM	0	1	11	34	32	4	0	0	0	0	0	0	0	0	0	0	0	82
2:00 PM	0	2	7	28	24	3	1	0	0	0	0	0	0	0	0	0	0	65
3:00 PM	0	1	6	38	24	1	0	0	0	0	0	0	0	0	0	0	0	70
4:00 PM	0	0	4	44	40	4	0	0	0	0	0	0	0	0	0	0	0	92
5:00 PM	0	0	7	33	23	4	0	0	0	0	0	0	0	0	0	0	0	67
6:00 PM	0	0	10	24	37	6	1	0	0	0	0	0	0	0	0	0	0	78
7:00 PM	0	0	9	22	12	3	0	0	0	0	0	0	0	0	0	0	0	46
8:00 PM	0	1	6	23	4	1	0	0	0	0	0	0	0	0	0	0	0	35
9:00 PM	0	0	2	12	4	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	12	157	517	391	95	8	0	0	0	0	0	0	0	0	0	0	1,180
Percent	0.0%	1.0%	13.3%	43.8%	33.1%	8.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.3	mph	Mean (Average) Speed	24.3	mph
85th Percentile	28.6	mph	10 mph Pace	19.2 - 29.2	mph
95th Percentile	31.2	mph	Percent in Pace	77.3	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13

Tuesday, September 20, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	0	0	10	25	2	2	0	0	0	0	0	0	0	0	0	0	0	39
8:00 AM	0	1	12	26	11	0	0	0	0	0	0	0	0	0	0	0	0	50
9:00 AM	0	2	14	27	13	0	0	0	0	0	0	0	0	0	0	0	0	56
10:00 AM	0	2	20	43	14	0	0	0	0	0	0	0	0	0	0	0	0	79
11:00 AM	0	1	30	45	14	0	0	0	0	0	0	0	0	0	0	0	0	90
12:00 PM	0	2	27	50	13	1	0	0	0	0	0	0	0	0	0	0	0	93
1:00 PM	0	2	21	57	10	0	0	0	0	0	0	0	0	0	0	0	0	90
2:00 PM	0	2	20	42	13	0	0	0	0	0	0	0	0	0	0	0	0	77
3:00 PM	1	1	43	61	18	1	0	0	0	0	0	0	0	0	0	0	0	125
4:00 PM	0	5	39	88	16	0	0	0	0	0	0	0	0	0	0	0	0	148
5:00 PM	0	4	49	91	19	2	0	0	0	0	0	0	0	0	0	0	0	165
6:00 PM	0	2	35	73	12	3	0	0	0	0	0	0	0	0	0	0	0	125
7:00 PM	0	1	30	44	9	0	0	0	0	0	0	0	0	0	0	0	0	84
8:00 PM	0	0	12	27	7	0	0	0	0	0	0	0	0	0	0	0	0	46
9:00 PM	0	3	12	18	3	0	0	0	0	0	0	0	0	0	0	0	0	36
10:00 PM	0	0	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	17
11:00 PM	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	1	29	404	746	181	9	0	0	0	0	0	0	0	0	0	0	0	1,370
Percent	0.1%	2.1%	29.5%	54.5%	13.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.6	mph	Mean (Average) Speed	21.5	mph
85th Percentile	24.8	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	26.7	mph	Percent in Pace	88.1	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Wednesday, September 21, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	1	8	13	1	0	0	0	0	0	0	0	0	0	0	0	23
6:00 AM	0	0	9	29	23	9	1	0	0	0	0	0	0	0	0	0	0	71
7:00 AM	0	0	9	34	46	11	2	0	0	0	0	0	0	0	0	0	0	102
8:00 AM	0	0	8	31	30	19	1	0	0	0	0	0	0	0	0	0	0	89
9:00 AM	0	2	7	36	24	2	0	0	0	0	0	0	0	0	0	0	0	71
10:00 AM	0	1	10	31	18	2	0	0	0	0	0	0	0	0	0	0	0	62
11:00 AM	0	0	11	33	14	1	1	0	0	0	0	0	0	0	0	0	0	60
12:00 PM	0	1	9	40	27	6	0	0	0	0	0	0	0	0	0	0	0	83
1:00 PM	0	1	11	54	30	4	0	0	0	0	0	0	0	0	0	0	0	100
2:00 PM	0	1	13	35	25	4	1	0	0	0	0	0	0	0	0	0	0	79
3:00 PM	0	0	11	29	23	7	1	0	0	0	0	0	0	0	0	0	0	71
4:00 PM	0	2	8	32	27	3	0	0	0	0	0	0	0	0	0	0	0	72
5:00 PM	0	0	12	43	32	6	0	0	0	0	0	0	0	0	0	0	0	93
6:00 PM	0	0	15	28	34	3	1	0	0	0	0	0	0	0	0	0	0	81
7:00 PM	0	0	9	29	13	0	0	0	0	0	0	0	0	0	0	0	0	51
8:00 PM	0	2	4	16	13	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 PM	0	0	3	7	5	1	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	0	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	10	157	530	407	81	8	0	0	0	0	0	0	0	0	0	0	1,193
Percent	0.0%	0.8%	13.2%	44.4%	34.1%	6.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.2	mph	Mean (Average) Speed	24.3	mph
85th Percentile	28.4	mph	10 mph Pace	19.3 - 29.3	mph
95th Percentile	30.8	mph	Percent in Pace	79.6	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Wednesday, September 21, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	0	4	9	2	0	0	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	0	0	14	19	7	1	0	0	0	0	0	0	0	0	0	0	0	41
8:00 AM	0	1	12	41	7	1	1	0	0	0	0	0	0	0	0	0	0	63
9:00 AM	0	0	16	31	5	1	0	0	0	0	0	0	0	0	0	0	0	53
10:00 AM	0	0	19	51	6	0	0	0	0	0	0	0	0	0	0	0	0	76
11:00 AM	0	1	23	44	8	2	0	0	0	0	0	0	0	0	0	0	0	78
12:00 PM	0	1	13	42	19	0	0	0	0	0	0	0	0	0	0	0	0	75
1:00 PM	0	6	23	39	12	0	0	0	0	0	0	0	0	0	0	0	0	80
2:00 PM	0	4	19	64	16	1	0	0	0	0	0	0	0	0	0	0	0	104
3:00 PM	0	1	30	65	11	0	0	0	0	0	0	0	0	0	0	0	0	107
4:00 PM	0	5	40	66	17	0	0	0	0	0	0	0	0	0	0	0	0	128
5:00 PM	0	2	51	100	21	2	0	0	0	0	0	0	0	0	0	0	0	176
6:00 PM	0	2	28	84	19	2	0	0	0	0	0	0	0	0	0	0	0	135
7:00 PM	0	2	36	42	8	1	0	0	0	0	0	0	0	0	0	0	0	89
8:00 PM	0	5	20	32	5	0	0	0	0	0	0	0	0	0	0	0	0	62
9:00 PM	0	0	13	20	1	0	0	0	0	0	0	0	0	0	0	0	0	34
10:00 PM	0	1	5	14	2	0	0	0	0	0	0	0	0	0	0	0	0	22
11:00 PM	0	1	4	8	1	0	1	0	0	0	0	0	0	0	0	0	0	15
Total	0	32	381	788	171	11	3	0	0	0	0	0	0	0	0	0	0	1,386
Percent	0.0%	2.3%	27.5%	56.9%	12.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.5	mph	Mean (Average) Speed	21.5	mph
85th Percentile	24.7	mph	10 mph Pace	16.3 - 26.3	mph
95th Percentile	27.0	mph	Percent in Pace	87.81	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Thursday, September 22, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	3	10	8	1	0	0	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	1	12	28	16	2	2	0	0	0	0	0	0	0	0	0	0	61
7:00 AM	0	0	2	38	56	14	1	0	0	0	0	0	0	0	0	0	0	111
8:00 AM	0	0	9	39	31	11	1	0	0	0	0	0	0	0	0	0	0	91
9:00 AM	0	0	9	34	20	4	1	0	0	0	0	0	0	0	0	0	0	68
10:00 AM	0	2	11	37	25	5	0	0	0	0	0	0	0	0	0	0	0	80
11:00 AM	0	0	9	31	22	1	1	0	0	0	0	0	0	0	0	0	0	64
12:00 PM	1	0	13	33	19	7	0	0	0	0	0	0	0	0	0	0	0	73
1:00 PM	0	0	18	37	13	1	0	0	0	0	0	0	0	0	0	0	0	69
2:00 PM	0	1	10	34	22	1	0	0	0	0	0	0	0	0	0	0	0	68
3:00 PM	0	2	14	39	31	2	0	0	0	0	0	0	0	0	0	0	0	88
4:00 PM	0	0	7	46	25	4	0	0	0	0	0	0	0	0	0	0	0	82
5:00 PM	0	1	6	38	23	10	0	0	0	0	0	0	0	0	0	0	0	78
6:00 PM	0	2	15	38	23	1	1	0	0	0	0	0	0	0	0	0	0	80
7:00 PM	0	1	11	33	17	2	0	0	0	0	0	0	0	0	0	0	0	64
8:00 PM	0	1	9	12	10	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	0	0	3	10	12	1	0	0	0	0	0	0	0	0	0	0	0	26
10:00 PM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	1	12	165	559	384	69	7	0	0	0	0	0	0	0	0	0	0	1,197
Percent	0.1%	1.0%	13.8%	46.7%	32.1%	5.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.9	mph	Mean (Average) Speed	24.1	mph
85th Percentile	28.3	mph	10 mph Pace	18.8 - 28.8	mph
95th Percentile	30.7	mph	Percent in Pace	79.3	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Thursday, September 22, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	4	6	1	0	0	1	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	2	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	0	12	25	1	0	0	0	0	0	0	0	0	0	0	0	0	38
8:00 AM	0	2	21	32	5	0	0	0	0	0	0	0	0	0	0	0	0	60
9:00 AM	1	1	23	32	12	1	0	0	0	0	0	0	0	0	0	0	0	70
10:00 AM	0	1	19	38	9	0	0	0	0	0	0	0	0	0	0	0	0	67
11:00 AM	0	0	16	30	20	0	0	0	0	0	0	0	0	0	0	0	0	66
12:00 PM	1	0	24	42	10	1	1	0	0	0	0	0	0	0	0	0	0	79
1:00 PM	0	2	37	42	12	0	0	0	0	0	0	0	0	0	0	0	0	93
2:00 PM	0	0	19	48	11	1	0	0	0	0	0	0	0	0	0	0	0	79
3:00 PM	1	4	30	58	19	1	1	0	0	0	0	0	0	0	0	0	0	114
4:00 PM	0	4	44	63	24	0	0	0	0	0	0	0	0	0	0	0	0	135
5:00 PM	0	1	47	93	34	1	0	0	0	0	0	0	0	0	0	0	0	176
6:00 PM	0	1	31	66	16	0	0	0	0	0	0	0	0	0	0	0	0	114
7:00 PM	0	1	28	41	13	0	0	0	0	0	0	0	0	0	0	0	0	83
8:00 PM	0	5	20	32	9	1	0	0	0	0	0	0	0	0	0	0	0	67
9:00 PM	0	0	15	28	7	0	0	0	0	0	0	0	0	0	0	0	0	50
10:00 PM	0	3	7	13	3	0	0	0	0	0	0	0	0	0	0	0	0	26
11:00 PM	0	1	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	3	29	423	712	217	6	2	1	0	0	0	0	0	0	0	0	0	1,393
Percent	0.2%	2.1%	30.4%	51.1%	15.6%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.5	mph	Mean (Average) Speed	21.6	mph
85th Percentile	25.2	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	27.3	mph	Percent in Pace	85.86	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Friday, September 23, 2022

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	1	5	9	8	2	0	0	0	0	0	0	0	0	0	0	0	25
6:00 AM	0	0	3	19	27	3	0	0	0	0	0	0	0	0	0	0	0	52
7:00 AM	0	0	4	37	30	7	1	0	0	0	0	0	0	0	0	0	0	79
8:00 AM	0	1	7	20	35	13	0	0	0	0	0	0	0	0	0	0	0	76
9:00 AM	0	1	7	39	24	6	0	1	0	0	0	0	0	0	0	0	0	78
10:00 AM	0	0	9	37	28	5	0	0	0	0	0	0	0	0	0	0	0	79
11:00 AM	0	0	14	31	30	1	0	0	0	0	0	0	0	0	0	0	0	76
12:00 PM	0	0	5	36	37	5	1	0	0	0	0	0	0	0	0	0	0	84
1:00 PM	0	1	7	38	20	6	0	0	0	0	0	0	0	0	0	0	0	72
2:00 PM	0	0	14	40	25	8	0	0	0	0	0	0	0	0	0	0	0	87
3:00 PM	0	0	10	44	40	5	2	0	0	0	0	0	0	0	0	0	0	101
4:00 PM	0	1	7	39	35	8	0	0	0	0	0	0	0	0	0	0	0	90
5:00 PM	0	1	5	36	44	5	1	0	0	0	0	0	0	0	0	0	0	92
6:00 PM	0	0	8	46	33	2	0	0	0	0	0	0	0	0	0	0	0	89
7:00 PM	0	0	11	29	17	1	0	0	0	0	0	0	0	0	0	0	0	58
8:00 PM	0	0	7	16	15	3	0	0	0	0	0	0	0	0	0	0	0	41
9:00 PM	0	2	1	16	10	1	1	0	0	0	0	0	0	0	0	0	0	31
10:00 PM	0	0	2	8	3	1	1	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	0	1	5	3	2	1	0	0	0	0	0	0	0	0	0	0	12
Total	0	9	131	551	469	84	8	1	0	0	0	0	0	0	0	0	0	1,253
Percent	0.0%	0.7%	10.5%	44.0%	37.4%	6.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.5	mph	Mean (Average) Speed	24.6	mph
85th Percentile	28.5	mph	10 mph Pace	19.8 - 29.8	mph
95th Percentile	30.8	mph	Percent in Pace	81.7	%

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13



Friday, September 23, 2022

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	0	0	17	19	4	0	0	0	0	0	0	0	0	0	0	0	0	40
8:00 AM	1	2	11	30	7	0	1	0	0	0	0	0	0	0	0	0	0	52
9:00 AM	0	1	8	32	14	1	0	0	0	0	0	0	0	0	0	0	0	56
10:00 AM	0	2	18	42	13	1	0	0	0	0	0	0	0	0	0	0	0	76
11:00 AM	0	1	20	45	16	0	0	0	0	0	0	0	0	0	0	0	0	82
12:00 PM	1	1	19	58	23	1	0	0	0	0	0	0	0	0	0	0	0	103
1:00 PM	0	0	29	54	10	1	0	0	0	0	0	0	0	0	0	0	0	94
2:00 PM	0	4	18	57	14	1	0	0	0	0	0	0	0	0	0	0	0	94
3:00 PM	0	0	36	84	20	1	0	0	0	0	0	0	0	0	0	0	0	141
4:00 PM	3	5	42	92	19	2	0	0	0	0	0	0	0	0	0	0	0	163
5:00 PM	0	1	29	75	36	4	0	0	0	0	0	0	0	0	0	0	0	145
6:00 PM	0	1	33	72	13	5	0	0	0	0	0	0	0	0	0	0	0	124
7:00 PM	0	2	36	47	17	0	0	0	0	0	0	0	0	0	0	0	0	102
8:00 PM	0	3	22	28	9	1	0	0	0	0	0	0	0	0	0	0	0	63
9:00 PM	0	2	17	32	7	0	0	0	0	0	0	0	0	0	0	0	0	58
10:00 PM	0	0	14	22	5	0	0	0	0	0	0	0	0	0	0	0	0	41
11:00 PM	0	1	5	10	1	2	0	0	0	0	0	0	0	0	0	0	0	19
Total	5	30	383	823	230	20	1	0	0	0	0	0	0	0	0	0	0	1,492
Percent	0.3%	2.0%	25.7%	55.2%	15.4%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.8	mph
85th Percentile	25.2	mph	10 mph Pace	16.2 - 26.2	mph
95th Percentile	27.6	mph	Percent in Pace	86.39	%

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 13

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	4	8	9	2	0	0	0	0	0	0	0	0	0	0	0	23
6:00 AM	0	0	7	20	19	3	1	0	0	0	0	0	0	0	0	0	0	50
7:00 AM	0	0	6	30	36	10	1	0	0	0	0	0	0	0	0	0	0	83
8:00 AM	0	0	9	26	32	12	0	0	0	0	0	0	0	0	0	0	0	79
9:00 AM	0	1	8	35	25	5	0	0	0	0	0	0	0	0	0	0	0	74
10:00 AM	0	1	11	36	24	4	0	0	0	0	0	0	0	0	0	0	0	76
11:00 AM	0	1	10	32	25	3	1	0	0	0	0	0	0	0	0	0	0	72
12:00 PM	0	1	8	39	28	7	0	0	0	0	0	0	0	0	0	0	0	83
1:00 PM	0	1	10	38	28	5	0	0	0	0	0	0	0	0	0	0	0	82
2:00 PM	0	1	9	35	27	4	1	0	0	0	0	0	0	0	0	0	0	77
3:00 PM	0	0	8	34	28	4	1	0	0	0	0	0	0	0	0	0	0	75
4:00 PM	0	0	7	37	33	4	0	0	0	0	0	0	0	0	0	0	0	81
5:00 PM	0	1	7	36	30	5	0	0	0	0	0	0	0	0	0	0	0	79
6:00 PM	0	0	9	35	27	5	1	0	0	0	0	0	0	0	0	0	0	77
7:00 PM	0	0	7	28	16	2	0	0	0	0	0	0	0	0	0	0	0	53
8:00 PM	0	1	6	15	11	2	0	0	0	0	0	0	0	0	0	0	0	35
9:00 PM	0	1	2	14	8	1	0	0	0	0	0	0	0	0	0	0	0	26
10:00 PM	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	9	132	517	414	79	6	0	0	0	0	0	0	0	0	0	0	1,157
Percent	0.0%	0.8%	11.4%	44.7%	35.8%	6.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	24.4 mph	Mean (Average) Speed	24.4 mph
85th Percentile	28.5 mph	10 mph Pace	19.9 - 29.9 mph
95th Percentile	30.9 mph	Percent in Pace	80.0 %

Location: E Wulfsohn W/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 13

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	1	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	12	19	4	1	0	0	0	0	0	0	0	0	0	0	0	36
8:00 AM	0	1	14	29	7	1	0	0	0	0	0	0	0	0	0	0	0	52
9:00 AM	0	1	15	32	10	0	0	0	0	0	0	0	0	0	0	0	0	58
10:00 AM	0	1	19	42	10	1	0	0	0	0	0	0	0	0	0	0	0	73
11:00 AM	0	1	24	44	16	1	0	0	0	0	0	0	0	0	0	0	0	86
12:00 PM	0	1	20	52	17	1	0	0	0	0	0	0	0	0	0	0	0	91
1:00 PM	0	2	24	46	12	0	0	0	0	0	0	0	0	0	0	0	0	84
2:00 PM	0	2	22	52	16	1	0	0	0	0	0	0	0	0	0	0	0	93
3:00 PM	0	1	28	62	16	1	0	0	0	0	0	0	0	0	0	0	0	108
4:00 PM	0	3	36	69	18	1	0	0	0	0	0	0	0	0	0	0	0	127
5:00 PM	0	2	38	76	25	2	0	0	0	0	0	0	0	0	0	0	0	143
6:00 PM	0	2	29	67	14	2	0	0	0	0	0	0	0	0	0	0	0	114
7:00 PM	0	3	29	44	11	0	0	0	0	0	0	0	0	0	0	0	0	87
8:00 PM	0	3	21	32	7	0	0	0	0	0	0	0	0	0	0	0	0	63
9:00 PM	0	2	15	23	6	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	0	1	8	14	3	1	0	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	1	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	16
Total	0	29	375	731	198	14	0	0	0	0	0	0	0	0	0	0	0	1,347
Percent	0.0%	2.2%	27.8%	54.3%	14.7%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.7	mph	Mean (Average) Speed	21.7	mph
85th Percentile	25.2	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	27.3	mph	Percent in Pace	86.4	%

Location: E Wulfsohn W/O Midland Ave
Date Range: 9/17/2022 - 9/23/2022
Site Code: 13

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	8	15	23	3	13	16	4	7	11	3	7	10	1	6	7	3	13	16	3	8	11	2	9	11
1:00 AM	4	8	12	3	7	10	1	4	5	1	3	4	0	4	4	3	4	7	2	4	6	1	4	5
2:00 AM	2	6	8	2	8	10	1	0	1	0	5	5	0	3	3	1	2	3	0	3	3	0	3	4
3:00 AM	2	4	6	3	5	8	1	1	2	2	2	4	3	3	6	2	3	5	2	4	6	2	3	5
4:00 AM	5	2	7	5	1	6	6	0	6	9	3	12	10	4	14	10	1	11	9	0	9	10	3	12
5:00 AM	15	10	25	12	2	14	38	11	49	26	6	32	23	13	36	22	12	34	25	8	33	24	10	34
6:00 AM	34	9	43	24	6	30	45	13	58	66	15	81	71	15	86	61	19	80	52	12	64	66	16	82
7:00 AM	54	27	81	39	31	70	93	35	128	110	39	149	102	41	143	111	38	149	79	40	119	108	39	147
8:00 AM	63	46	109	62	37	99	80	51	131	99	50	149	89	63	152	91	60	151	76	52	128	93	58	151
9:00 AM	91	70	161	81	55	136	67	49	116	65	56	121	71	53	124	68	70	138	78	56	134	68	60	128
10:00 AM	86	83	169	81	65	146	69	66	135	73	79	152	62	76	138	80	67	147	79	76	155	72	74	146
11:00 AM	81	106	187	87	90	177	68	84	152	66	90	156	60	78	138	64	66	130	76	82	158	63	78	141
12:00 PM	89	114	203	83	75	158	82	98	180	91	93	184	83	75	158	73	79	152	84	103	187	82	82	165
1:00 PM	79	92	171	84	73	157	86	76	162	82	90	172	100	80	180	69	93	162	72	94	166	84	88	171
2:00 PM	87	107	194	86	100	186	65	85	150	65	77	142	79	104	183	68	79	147	87	94	181	71	87	157
3:00 PM	73	86	159	58	82	140	73	108	181	70	125	195	71	107	178	88	114	202	101	141	242	76	115	192
4:00 PM	92	103	195	63	86	149	86	138	224	92	148	240	72	128	200	82	135	217	90	163	253	82	137	219
5:00 PM	62	91	153	60	84	144	100	153	253	67	165	232	93	176	269	78	176	254	92	145	237	79	172	252
6:00 PM	82	95	177	65	80	145	71	130	201	78	125	203	81	135	216	80	114	194	89	124	213	80	125	204
7:00 PM	57	90	147	57	65	122	44	95	139	46	84	130	51	89	140	64	83	147	58	102	160	54	85	139
8:00 PM	32	68	100	29	70	99	38	69	107	35	46	81	35	62	97	32	67	99	41	63	104	34	58	92
9:00 PM	36	52	88	30	43	73	23	42	65	18	36	54	16	34	50	26	50	76	31	58	89	20	40	60
10:00 PM	15	36	51	7	31	38	8	16	24	10	17	27	11	22	33	12	26	38	15	41	56	11	22	33
11:00 PM	13	26	39	7	11	18	8	11	19	6	9	15	9	15	24	9	22	31	12	19	31	8	15	23
Total	1,162	1,346	2,508	1,031	1,120	2,151	1,157	1,342	2,499	1,180	1,370	2,550	1,193	1,386	2,579	1,197	1,393	2,590	1,253	1,492	2,745	1,190	1,383	2,573
Percent	46%	54%	-	48%	52%	-	46%	54%	-	46%	54%	-	46%	54%	-	46%	54%	-	46%	54%	-	46%	54%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: E Meadows Dr S/O Midland Ave

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 14

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	49	7,913	1,813	0	1,074	13	0	0	4	0	0	0	0	10,866
Percent	0.5%	72.8%	16.7%	0.0%	9.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	29	6,923	2,820	5	1,680	73	0	0	6	1	0	0	0	11,537
Percent	0.3%	60.0%	24.4%	0.0%	14.6%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	78	14,836	4,633	5	2,754	86	0	0	10	1	0	0	0	22,403
Percent	0.3%	66.2%	20.7%	0.0%	12.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Saturday, September 17, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	3	4	0	2	0	0	0	0	0	0	0	0	9
7:00 AM	0	13	4	0	3	0	0	0	0	0	0	0	0	20
8:00 AM	0	25	5	0	1	0	0	0	0	0	0	0	0	31
9:00 AM	0	45	14	0	5	0	0	0	0	0	0	0	0	64
10:00 AM	0	69	14	0	14	0	0	0	0	0	0	0	0	97
11:00 AM	0	97	20	0	12	1	0	0	0	0	0	0	0	130
12:00 PM	0	102	26	0	19	1	0	0	0	0	0	0	0	148
1:00 PM	0	120	31	0	17	0	0	0	0	0	0	0	0	168
2:00 PM	0	142	31	0	19	0	0	0	0	0	0	0	0	192
3:00 PM	1	125	35	0	16	0	0	0	0	0	0	0	0	177
4:00 PM	0	109	33	0	15	0	0	0	0	0	0	0	0	157
5:00 PM	3	103	22	0	13	0	0	0	0	0	0	0	0	141
6:00 PM	1	90	12	0	13	0	0	0	0	0	0	0	0	116
7:00 PM	0	68	8	0	12	0	0	0	0	0	0	0	0	88
8:00 PM	0	31	5	0	4	0	0	0	0	0	0	0	0	40
9:00 PM	0	26	5	0	4	0	0	0	0	0	0	0	0	35
10:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Total	5	1,194	276	0	171	2	0	0	0	0	0	0	0	1,648
Percent	0.3%	72.5%	16.7%	0.0%	10.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Saturday, September 17, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
7:00 AM	0	18	2	0	2	0	0	0	0	0	0	0	0	22
8:00 AM	0	16	8	0	8	0	0	0	0	0	0	0	0	32
9:00 AM	0	57	24	0	15	0	0	0	0	0	0	0	0	96
10:00 AM	0	99	41	0	24	0	0	0	0	0	0	0	0	164
11:00 AM	0	107	36	0	19	0	0	0	0	0	0	0	0	162
12:00 PM	0	99	40	0	22	1	0	0	0	0	0	0	0	162
1:00 PM	1	125	43	0	35	0	0	0	0	0	0	0	0	204
2:00 PM	2	112	51	0	24	0	0	0	0	0	0	0	0	189
3:00 PM	0	90	36	0	21	0	0	0	0	0	0	0	0	147
4:00 PM	1	100	42	0	16	0	0	0	0	0	0	0	0	159
5:00 PM	0	80	27	0	15	0	0	0	0	0	0	0	0	122
6:00 PM	1	54	18	0	15	1	0	0	0	0	0	0	0	89
7:00 PM	0	47	17	0	10	1	0	0	0	0	0	0	0	75
8:00 PM	0	24	7	0	6	2	0	0	0	0	0	0	0	39
9:00 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Total	5	1,047	404	0	235	5	0	0	0	0	0	0	0	1,696
Percent	0.3%	61.7%	23.8%	0.0%	13.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Sunday, September 18, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
7:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
8:00 AM	0	10	4	0	3	0	0	0	0	0	0	0	0	17
9:00 AM	0	26	13	0	7	0	0	0	0	0	0	0	0	46
10:00 AM	0	66	12	0	10	0	0	0	0	0	0	0	0	88
11:00 AM	0	76	27	0	7	0	0	0	0	0	0	0	0	110
12:00 PM	0	84	17	0	8	0	0	0	0	0	0	0	0	109
1:00 PM	2	110	30	0	14	1	0	0	0	0	0	0	0	157
2:00 PM	2	113	21	0	19	0	0	0	0	0	0	0	0	155
3:00 PM	1	121	34	0	20	0	0	0	0	0	0	0	0	176
4:00 PM	1	106	32	0	15	0	0	0	0	0	0	0	0	154
5:00 PM	1	106	22	0	12	0	0	0	0	0	0	0	0	141
6:00 PM	1	77	13	0	11	1	0	0	0	0	0	0	0	103
7:00 PM	0	56	10	0	7	0	0	0	0	0	0	0	0	73
8:00 PM	1	37	5	0	1	0	0	0	0	0	0	0	0	44
9:00 PM	1	14	2	0	2	0	0	0	0	0	0	0	0	19
10:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	10	1,027	245	0	139	2	0	0	0	0	0	0	0	1,423
Percent	0.7%	72.2%	17.2%	0.0%	9.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Sunday, September 18, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	12
8:00 AM	0	16	2	0	4	0	0	0	0	0	0	0	0	22
9:00 AM	0	32	18	0	9	0	0	0	0	0	0	0	0	59
10:00 AM	0	68	24	0	15	1	0	0	0	0	0	0	0	108
11:00 AM	0	97	28	0	20	1	0	0	0	0	0	0	0	146
12:00 PM	1	73	26	0	22	1	0	0	0	0	0	0	0	123
1:00 PM	1	96	34	0	25	0	0	0	0	0	0	0	0	156
2:00 PM	1	108	43	0	24	0	0	0	0	0	0	0	0	176
3:00 PM	1	76	41	0	17	0	0	0	0	0	0	0	0	135
4:00 PM	1	75	26	0	20	0	0	0	0	0	0	0	0	122
5:00 PM	0	56	23	0	12	0	0	0	0	0	0	0	0	91
6:00 PM	0	44	21	0	11	1	0	0	0	0	0	0	0	77
7:00 PM	0	39	9	0	15	0	0	0	0	0	0	0	0	63
8:00 PM	0	22	5	0	5	0	0	0	0	0	0	0	0	32
9:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
10:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
Total	5	835	306	0	202	5	0	0	0	0	0	0	0	1,353
Percent	0.4%	61.7%	22.6%	0.0%	14.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Monday, September 19, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	0	2	1	0	0	0	0	0	0	0	4
6:00 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	13
7:00 AM	0	9	5	0	6	0	0	0	0	0	0	0	0	20
8:00 AM	0	33	4	0	3	0	0	0	0	0	0	0	0	40
9:00 AM	0	40	4	0	8	1	0	0	0	0	0	0	0	53
10:00 AM	1	62	17	0	15	0	0	0	0	0	0	0	0	95
11:00 AM	0	95	18	0	12	0	0	0	0	0	0	0	0	125
12:00 PM	0	109	18	0	16	0	0	0	0	0	0	0	0	143
1:00 PM	0	108	18	0	12	0	0	0	0	0	0	0	0	138
2:00 PM	1	113	24	0	6	0	0	0	0	0	0	0	0	144
3:00 PM	1	122	26	0	13	0	0	0	0	0	0	0	0	162
4:00 PM	1	91	24	0	18	0	0	0	0	0	0	0	0	134
5:00 PM	0	85	24	0	14	0	0	0	0	0	0	0	0	123
6:00 PM	0	89	21	0	7	0	0	0	0	0	0	0	0	117
7:00 PM	1	71	20	0	9	0	0	0	0	0	0	0	0	101
8:00 PM	1	48	7	0	5	1	0	0	0	0	0	0	0	62
9:00 PM	0	8	5	0	5	0	0	0	0	0	0	0	0	18
10:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	6	1,106	241	0	153	3	0	0	0	0	0	0	0	1,509
Percent	0.4%	73.3%	16.0%	0.0%	10.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Monday, September 19, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
6:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
7:00 AM	0	19	2	0	5	0	0	0	0	0	0	0	0	26
8:00 AM	0	33	19	0	7	0	0	0	0	0	0	0	0	59
9:00 AM	0	53	27	0	15	0	0	0	0	0	0	0	0	95
10:00 AM	0	68	30	0	22	0	0	0	0	0	0	0	0	120
11:00 AM	0	94	25	0	19	0	0	0	0	0	0	0	0	138
12:00 PM	0	85	46	0	22	0	0	0	0	0	0	0	0	153
1:00 PM	0	80	37	0	21	0	0	0	0	0	0	0	0	138
2:00 PM	1	88	42	0	24	0	0	0	0	0	0	0	0	155
3:00 PM	0	94	36	0	26	1	0	0	0	0	0	0	0	157
4:00 PM	0	105	54	0	40	2	0	0	0	0	0	0	0	201
5:00 PM	0	90	49	0	21	1	0	0	0	1	0	0	0	162
6:00 PM	1	74	34	0	21	0	0	0	0	0	0	0	0	130
7:00 PM	0	44	17	0	9	1	0	0	0	0	0	0	0	71
8:00 PM	0	19	3	0	5	1	0	0	0	0	0	0	0	28
9:00 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	2	966	426	0	260	8	0	0	1	1	0	0	0	1,664
Percent	0.1%	58.1%	25.6%	0.0%	15.6%	0.5%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Tuesday, September 20, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	6
6:00 AM	0	4	3	0	6	0	0	0	0	0	0	0	0	13
7:00 AM	0	18	6	0	4	0	0	0	0	0	0	0	0	28
8:00 AM	1	22	10	0	2	0	0	0	0	0	0	0	0	35
9:00 AM	0	44	8	0	6	1	0	0	0	0	0	0	0	59
10:00 AM	4	65	22	0	5	0	0	0	0	0	0	0	0	96
11:00 AM	1	91	17	0	11	1	0	0	0	0	0	0	0	121
12:00 PM	1	103	24	0	10	0	0	0	0	0	0	0	0	138
1:00 PM	0	86	30	0	14	0	0	0	0	0	0	0	0	130
2:00 PM	1	100	18	0	14	0	0	0	0	0	0	0	0	133
3:00 PM	1	102	24	0	13	0	0	0	0	0	0	0	0	140
4:00 PM	0	94	27	0	11	0	0	0	0	0	0	0	0	132
5:00 PM	0	98	25	0	12	0	0	0	0	0	0	0	0	135
6:00 PM	1	70	21	0	10	0	0	0	0	0	0	0	0	102
7:00 PM	0	70	13	0	10	0	0	0	0	0	0	0	0	93
8:00 PM	0	28	4	0	6	0	0	0	0	0	0	0	0	38
9:00 PM	0	18	8	0	2	0	0	0	0	0	0	0	0	28
10:00 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	13
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	11	1,031	261	0	142	2	0	0	0	0	0	0	0	1,447
Percent	0.8%	71.3%	18.0%	0.0%	9.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Tuesday, September 20, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
6:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
7:00 AM	0	14	6	0	6	1	0	0	0	0	0	0	0	27
8:00 AM	0	31	13	0	9	0	0	0	0	0	0	0	0	53
9:00 AM	0	47	18	0	6	1	0	0	1	0	0	0	0	73
10:00 AM	2	75	30	0	17	0	0	0	0	0	0	0	0	124
11:00 AM	0	74	40	0	16	1	0	0	0	0	0	0	0	131
12:00 PM	0	93	39	0	20	0	0	0	0	0	0	0	0	152
1:00 PM	0	82	40	0	23	0	0	0	1	0	0	0	0	146
2:00 PM	1	94	33	0	22	1	0	0	0	0	0	0	0	151
3:00 PM	0	92	44	0	22	0	0	0	0	0	0	0	0	158
4:00 PM	3	118	42	0	15	2	0	0	0	0	0	0	0	180
5:00 PM	0	94	31	0	22	0	0	0	0	0	0	0	0	147
6:00 PM	0	58	30	0	24	1	0	0	0	0	0	0	0	113
7:00 PM	0	39	20	0	7	0	0	0	0	0	0	0	0	66
8:00 PM	0	18	4	0	1	1	0	0	0	0	0	0	0	24
9:00 PM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
10:00 PM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	959	394	0	216	8	0	0	2	0	0	0	0	1,585
Percent	0.4%	60.5%	24.9%	0.0%	13.6%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Wednesday, September 21, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	8	0	0	1	1	0	0	0	0	0	0	0	10
6:00 AM	0	5	4	0	3	0	0	0	0	0	0	0	0	12
7:00 AM	0	20	5	0	9	0	0	0	0	0	0	0	0	34
8:00 AM	0	27	10	0	5	0	0	0	0	0	0	0	0	42
9:00 AM	0	43	15	0	6	0	0	0	0	0	0	0	0	64
10:00 AM	0	80	18	0	13	0	0	0	0	0	0	0	0	111
11:00 AM	1	97	15	0	20	0	0	0	0	0	0	0	0	133
12:00 PM	1	96	25	0	12	0	0	0	0	0	0	0	0	134
1:00 PM	1	111	25	0	16	0	0	0	0	0	0	0	0	153
2:00 PM	0	109	18	0	10	1	0	0	0	0	0	0	0	138
3:00 PM	0	125	23	0	17	0	0	0	0	0	0	0	0	165
4:00 PM	0	104	17	0	16	0	0	0	0	0	0	0	0	137
5:00 PM	1	104	19	0	12	0	0	0	0	0	0	0	0	136
6:00 PM	0	88	13	0	13	0	0	0	0	0	0	0	0	114
7:00 PM	0	71	13	0	6	0	0	0	0	0	0	0	0	90
8:00 PM	0	34	11	0	3	0	0	0	0	0	0	0	0	48
9:00 PM	0	23	4	0	4	0	0	0	0	0	0	0	0	31
10:00 PM	0	8	2	0	2	0	0	0	0	0	0	0	0	12
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Total	6	1,158	239	0	168	2	0	0	0	0	0	0	0	1,573
Percent	0.4%	73.6%	15.2%	0.0%	10.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Wednesday, September 21, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	1	0	1	1	0	0	0	0	0	0	0	6
6:00 AM	0	10	1	0	1	0	0	0	1	0	0	0	0	13
7:00 AM	0	14	6	0	3	1	0	0	0	0	0	0	0	24
8:00 AM	0	27	10	0	6	0	0	0	0	0	0	0	0	43
9:00 AM	0	46	22	0	10	2	0	0	0	0	0	0	0	80
10:00 AM	1	78	35	0	22	0	0	0	0	0	0	0	0	136
11:00 AM	0	86	29	1	26	1	0	0	0	0	0	0	0	143
12:00 PM	1	95	38	0	24	1	0	0	0	0	0	0	0	159
1:00 PM	0	89	39	0	14	0	0	0	0	0	0	0	0	142
2:00 PM	0	120	40	0	20	1	0	0	0	0	0	0	0	181
3:00 PM	0	96	26	0	16	1	0	0	0	0	0	0	0	139
4:00 PM	0	109	39	0	30	0	0	0	0	0	0	0	0	178
5:00 PM	1	91	42	0	29	1	0	0	0	0	0	0	0	164
6:00 PM	0	80	35	1	20	1	0	0	0	0	0	0	0	137
7:00 PM	0	44	22	0	6	2	0	0	0	0	0	0	0	74
8:00 PM	0	15	8	0	1	0	0	0	0	0	0	0	0	24
9:00 PM	0	12	1	0	3	0	0	0	0	0	0	0	0	16
10:00 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	8
11:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
Total	3	1,022	395	2	238	12	0	0	1	0	0	0	0	1,673
Percent	0.2%	61.1%	23.6%	0.1%	14.2%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Thursday, September 22, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
6:00 AM	0	10	5	0	5	0	0	0	0	0	0	0	0	20
7:00 AM	0	15	7	0	5	0	0	0	0	0	0	0	0	27
8:00 AM	0	29	4	0	1	0	0	0	1	0	0	0	0	35
9:00 AM	0	42	19	0	7	0	0	0	0	0	0	0	0	68
10:00 AM	0	52	14	0	13	0	0	0	0	0	0	0	0	79
11:00 AM	0	72	28	0	13	0	0	0	1	0	0	0	0	114
12:00 PM	0	97	24	0	17	0	0	0	0	0	0	0	0	138
1:00 PM	1	83	29	0	14	2	0	0	0	0	0	0	0	129
2:00 PM	1	105	24	0	9	0	0	0	0	0	0	0	0	139
3:00 PM	0	116	29	0	9	0	0	0	1	0	0	0	0	155
4:00 PM	0	138	22	0	14	0	0	0	0	0	0	0	0	174
5:00 PM	1	114	26	0	16	0	0	0	0	0	0	0	0	157
6:00 PM	1	90	15	0	12	0	0	0	0	0	0	0	0	118
7:00 PM	0	94	19	0	9	0	0	0	0	0	0	0	0	122
8:00 PM	1	53	9	0	7	0	0	0	0	0	0	0	0	70
9:00 PM	0	24	3	0	4	0	0	0	0	0	0	0	0	31
10:00 PM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	6	1,156	282	0	158	2	0	0	3	0	0	0	0	1,607
Percent	0.4%	71.9%	17.5%	0.0%	9.8%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Thursday, September 22, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
7:00 AM	0	16	7	0	4	1	0	0	1	0	0	0	0	29
8:00 AM	0	26	16	0	3	1	0	0	0	0	0	0	0	46
9:00 AM	0	47	24	0	14	2	0	0	0	0	0	0	0	87
10:00 AM	0	70	35	0	15	2	0	0	0	0	0	0	0	122
11:00 AM	0	68	45	0	15	6	0	0	0	0	0	0	0	134
12:00 PM	0	89	41	0	17	0	0	0	0	0	0	0	0	147
1:00 PM	0	66	45	0	24	0	0	0	0	0	0	0	0	135
2:00 PM	1	100	35	1	16	2	0	0	0	0	0	0	0	155
3:00 PM	1	122	45	0	24	1	0	0	0	0	0	0	0	193
4:00 PM	0	105	52	0	32	1	0	0	0	0	0	0	0	190
5:00 PM	0	116	31	0	35	1	0	0	0	0	0	0	0	183
6:00 PM	0	75	31	0	20	3	0	0	0	0	0	0	0	129
7:00 PM	0	58	15	0	13	1	0	0	0	0	0	0	0	87
8:00 PM	0	19	15	0	10	0	0	0	0	0	0	0	0	44
9:00 PM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	1,007	442	1	247	21	0	0	1	0	0	0	0	1,721
Percent	0.1%	58.5%	25.7%	0.1%	14.4%	1.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Friday, September 23, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	0	7	2	0	4	0	0	0	0	0	0	0	0	13
7:00 AM	0	21	8	0	6	0	0	0	0	0	0	0	0	35
8:00 AM	1	26	6	0	4	0	0	0	0	0	0	0	0	37
9:00 AM	0	46	8	0	8	0	0	0	0	0	0	0	0	62
10:00 AM	0	80	24	0	15	0	0	0	0	0	0	0	0	119
11:00 AM	0	90	18	0	7	0	0	0	0	0	0	0	0	115
12:00 PM	0	110	22	0	13	0	0	0	0	0	0	0	0	145
1:00 PM	1	96	26	0	14	0	0	0	0	0	0	0	0	137
2:00 PM	0	124	26	0	11	0	0	0	0	0	0	0	0	161
3:00 PM	0	126	23	0	10	0	0	0	1	0	0	0	0	160
4:00 PM	1	136	20	0	14	0	0	0	0	0	0	0	0	171
5:00 PM	0	106	24	0	9	0	0	0	0	0	0	0	0	139
6:00 PM	1	106	27	0	11	0	0	0	0	0	0	0	0	145
7:00 PM	0	71	14	0	4	0	0	0	0	0	0	0	0	89
8:00 PM	0	46	7	0	2	0	0	0	0	0	0	0	0	55
9:00 PM	0	32	4	0	8	0	0	0	0	0	0	0	0	44
10:00 PM	1	11	6	0	2	0	0	0	0	0	0	0	0	20
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	5	1,241	269	0	143	0	0	0	1	0	0	0	0	1,659
Percent	0.3%	74.8%	16.2%	0.0%	8.6%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Friday, September 23, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
7:00 AM	1	15	8	0	5	2	0	0	0	0	0	0	0	31
8:00 AM	1	34	10	0	10	2	0	0	0	0	0	0	0	57
9:00 AM	0	47	19	0	13	2	0	0	0	0	0	0	0	81
10:00 AM	0	71	32	0	22	0	0	0	0	0	0	0	0	125
11:00 AM	0	89	46	0	19	2	0	0	0	0	0	0	0	156
12:00 PM	0	96	39	0	25	0	0	0	1	0	0	0	0	161
1:00 PM	2	103	40	0	24	1	0	0	0	0	0	0	0	170
2:00 PM	0	95	36	1	15	0	0	0	0	0	0	0	0	147
3:00 PM	1	114	45	0	27	0	0	0	0	0	0	0	0	187
4:00 PM	0	134	58	1	40	2	0	0	0	0	0	0	0	235
5:00 PM	1	117	41	0	24	0	0	0	0	0	0	0	0	183
6:00 PM	0	70	31	0	18	1	0	0	0	0	0	0	0	120
7:00 PM	0	57	22	0	19	0	0	0	0	0	0	0	0	98
8:00 PM	0	14	14	0	7	1	0	0	0	0	0	0	0	36
9:00 PM	0	10	5	0	7	1	0	0	0	0	0	0	0	23
10:00 PM	0	4	4	0	3	0	0	0	0	0	0	0	0	11
11:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Total	6	1,087	453	2	282	14	0	0	1	0	0	0	0	1,845
Percent	0.3%	58.9%	24.6%	0.1%	15.3%	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
6:00 AM	0	6	3	0	3	0	0	0	0	0	0	0	0	12
7:00 AM	0	14	5	0	5	0	0	0	0	0	0	0	0	24
8:00 AM	0	25	6	0	3	0	0	0	0	0	0	0	0	34
9:00 AM	0	41	12	0	7	0	0	0	0	0	0	0	0	60
10:00 AM	1	68	17	0	12	0	0	0	0	0	0	0	0	98
11:00 AM	0	88	20	0	12	0	0	0	0	0	0	0	0	120
12:00 PM	0	100	22	0	14	0	0	0	0	0	0	0	0	136
1:00 PM	1	102	27	0	14	0	0	0	0	0	0	0	0	144
2:00 PM	1	115	23	0	13	0	0	0	0	0	0	0	0	152
3:00 PM	1	120	28	0	14	0	0	0	0	0	0	0	0	163
4:00 PM	0	111	25	0	15	0	0	0	0	0	0	0	0	151
5:00 PM	1	102	23	0	13	0	0	0	0	0	0	0	0	139
6:00 PM	1	87	17	0	11	0	0	0	0	0	0	0	0	116
7:00 PM	0	72	14	0	8	0	0	0	0	0	0	0	0	94
8:00 PM	0	40	7	0	4	0	0	0	0	0	0	0	0	51
9:00 PM	0	21	4	0	4	0	0	0	0	0	0	0	0	29
10:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	6	1,131	258	0	155	0	0	0	0	0	0	0	0	1,550
Percent	0.4%	73.0%	16.6%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
7:00 AM	0	15	4	0	4	1	0	0	0	0	0	0	0	24
8:00 AM	0	26	11	0	7	0	0	0	0	0	0	0	0	44
9:00 AM	0	47	22	0	12	1	0	0	0	0	0	0	0	82
10:00 AM	0	76	32	0	20	0	0	0	0	0	0	0	0	128
11:00 AM	0	88	36	0	19	2	0	0	0	0	0	0	0	145
12:00 PM	0	90	38	0	22	0	0	0	0	0	0	0	0	150
1:00 PM	1	92	40	0	24	0	0	0	0	0	0	0	0	157
2:00 PM	1	102	40	0	21	1	0	0	0	0	0	0	0	165
3:00 PM	0	98	39	0	22	0	0	0	0	0	0	0	0	159
4:00 PM	1	107	45	0	28	1	0	0	0	0	0	0	0	182
5:00 PM	0	92	35	0	23	0	0	0	0	0	0	0	0	150
6:00 PM	0	65	29	0	18	1	0	0	0	0	0	0	0	113
7:00 PM	0	47	17	0	11	1	0	0	0	0	0	0	0	76
8:00 PM	0	19	8	0	5	1	0	0	0	0	0	0	0	33
9:00 PM	0	9	2	0	2	0	0	0	0	0	0	0	0	13
10:00 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
Total	3	990	401	0	243	9	0	0	0	0	0	0	0	1,646
Percent	0.2%	60.1%	24.4%	0.0%	14.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
6:00 AM	0	6	4	0	5	0	0	0	0	0	0	0	0	15
7:00 AM	0	18	6	0	6	0	0	0	0	0	0	0	0	30
8:00 AM	0	26	8	0	3	0	0	0	0	0	0	0	0	37
9:00 AM	0	43	14	0	6	0	0	0	0	0	0	0	0	64
10:00 AM	1	66	18	0	10	0	0	0	0	0	0	0	0	95
11:00 AM	1	87	20	0	15	0	0	0	0	0	0	0	0	123
12:00 PM	1	99	24	0	13	0	0	0	0	0	0	0	0	137
1:00 PM	1	93	28	0	15	1	0	0	0	0	0	0	0	137
2:00 PM	1	105	20	0	11	0	0	0	0	0	0	0	0	137
3:00 PM	0	114	25	0	13	0	0	0	0	0	0	0	0	153
4:00 PM	0	112	22	0	14	0	0	0	0	0	0	0	0	148
5:00 PM	1	105	23	0	13	0	0	0	0	0	0	0	0	143
6:00 PM	1	83	16	0	12	0	0	0	0	0	0	0	0	111
7:00 PM	0	78	15	0	8	0	0	0	0	0	0	0	0	102
8:00 PM	0	38	8	0	5	0	0	0	0	0	0	0	0	52
9:00 PM	0	22	5	0	3	0	0	0	0	0	0	0	0	30
10:00 PM	0	9	2	0	2	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	8	1,115	261	0	156	2	0	0	1	0	0	0	0	1,542
Percent	0.5%	72.3%	16.9%	0.0%	10.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
7:00 AM	0	15	6	0	4	1	0	0	0	0	0	0	0	27
8:00 AM	0	28	13	0	6	0	0	0	0	0	0	0	0	47
9:00 AM	0	47	21	0	10	2	0	0	0	0	0	0	0	80
10:00 AM	1	74	33	0	18	1	0	0	0	0	0	0	0	127
11:00 AM	0	76	38	0	19	3	0	0	0	0	0	0	0	136
12:00 PM	0	92	39	0	20	0	0	0	0	0	0	0	0	153
1:00 PM	0	79	41	0	20	0	0	0	0	0	0	0	0	141
2:00 PM	1	105	36	0	19	1	0	0	0	0	0	0	0	162
3:00 PM	0	103	38	0	21	1	0	0	0	0	0	0	0	163
4:00 PM	1	111	44	0	26	1	0	0	0	0	0	0	0	183
5:00 PM	0	100	35	0	29	1	0	0	0	0	0	0	0	165
6:00 PM	0	71	32	0	21	2	0	0	0	0	0	0	0	126
7:00 PM	0	47	19	0	9	1	0	0	0	0	0	0	0	76
8:00 PM	0	17	9	0	4	0	0	0	0	0	0	0	0	31
9:00 PM	0	11	3	0	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	4	0	0	3	0	0	0	0	0	0	0	0	7
11:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	4	996	410	1	234	14	0	0	1	0	0	0	0	1,660
Percent	0.2%	60.0%	24.7%	0.1%	14.1%	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: E Meadows Dr S/O Midland Ave

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 14

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	16	367	4,636	5,171	644	30	2	0	0	0	0	0	0	0	0	0	0	10,866
Percent	0.1%	3.4%	42.7%	47.6%	5.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	24	578	4,455	5,503	923	52	2	0	0	0	0	0	0	0	0	0	0	11,537
Percent	0.2%	5.0%	38.6%	47.7%	8.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	40	945	9,091	10,674	1,567	82	4	0	0	0	0	0	0	0	0	0	0	22,403
Percent	0.2%	4.2%	40.6%	47.6%	7.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	20.2	mph	Mean (Average) Speed	20.3	mph
85th Percentile	23.4	mph	10 mph Pace	15.5 - 25.5	mph
95th Percentile	25.4	mph	Percent in Pace	90.5	%
Southbound			Southbound		
50th Percentile (Median)	20.5	mph	Mean (Average) Speed	20.5	mph
85th Percentile	23.8	mph	10 mph Pace	15.5 - 25.5	mph
95th Percentile	26.0	mph	Percent in Pace	86.5	%

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14



Saturday, September 17, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	1	4	8	7	0	0	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	0	2	14	14	1	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 AM	0	1	29	28	6	0	0	0	0	0	0	0	0	0	0	0	0	64
10:00 AM	0	0	46	44	7	0	0	0	0	0	0	0	0	0	0	0	0	97
11:00 AM	0	5	56	61	8	0	0	0	0	0	0	0	0	0	0	0	0	130
12:00 PM	0	8	66	65	9	0	0	0	0	0	0	0	0	0	0	0	0	148
1:00 PM	0	6	57	101	4	0	0	0	0	0	0	0	0	0	0	0	0	168
2:00 PM	0	3	95	82	11	1	0	0	0	0	0	0	0	0	0	0	0	192
3:00 PM	0	12	77	81	7	0	0	0	0	0	0	0	0	0	0	0	0	177
4:00 PM	0	3	60	85	9	0	0	0	0	0	0	0	0	0	0	0	0	157
5:00 PM	0	3	51	79	8	0	0	0	0	0	0	0	0	0	0	0	0	141
6:00 PM	0	5	61	45	4	0	1	0	0	0	0	0	0	0	0	0	0	116
7:00 PM	0	4	39	40	5	0	0	0	0	0	0	0	0	0	0	0	0	88
8:00 PM	0	1	17	17	5	0	0	0	0	0	0	0	0	0	0	0	0	40
9:00 PM	0	1	18	15	1	0	0	0	0	0	0	0	0	0	0	0	0	35
10:00 PM	0	2	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	57	707	787	95	1	1	0	0	0	0	0	0	0	0	0	0	1,648
Percent	0.0%	3.5%	42.9%	47.8%	5.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.2	mph	Mean (Average) Speed	20.3	mph
85th Percentile	23.2	mph	10 mph Pace	15.0 - 25.0	mph
95th Percentile	25.3	mph	Percent in Pace	90.5	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14



Saturday, September 17, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	4	15	1	2	0	0	0	0	0	0	0	0	0	0	0	22
8:00 AM	0	0	10	15	6	1	0	0	0	0	0	0	0	0	0	0	0	32
9:00 AM	0	5	44	44	3	0	0	0	0	0	0	0	0	0	0	0	0	96
10:00 AM	0	10	71	73	10	0	0	0	0	0	0	0	0	0	0	0	0	164
11:00 AM	0	5	61	78	18	0	0	0	0	0	0	0	0	0	0	0	0	162
12:00 PM	0	4	75	73	10	0	0	0	0	0	0	0	0	0	0	0	0	162
1:00 PM	0	12	90	86	16	0	0	0	0	0	0	0	0	0	0	0	0	204
2:00 PM	0	16	75	88	10	0	0	0	0	0	0	0	0	0	0	0	0	189
3:00 PM	1	5	71	60	8	2	0	0	0	0	0	0	0	0	0	0	0	147
4:00 PM	1	4	64	73	16	1	0	0	0	0	0	0	0	0	0	0	0	159
5:00 PM	0	0	47	66	8	1	0	0	0	0	0	0	0	0	0	0	0	122
6:00 PM	0	1	38	43	7	0	0	0	0	0	0	0	0	0	0	0	0	89
7:00 PM	0	7	29	32	7	0	0	0	0	0	0	0	0	0	0	0	0	75
8:00 PM	0	1	18	18	2	0	0	0	0	0	0	0	0	0	0	0	0	39
9:00 PM	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	2	71	707	780	127	9	0	0	0	0	0	0	0	0	0	0	0	1,696
Percent	0.1%	4.2%	41.7%	46.0%	7.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.4	mph	Mean (Average) Speed	20.4	mph
85th Percentile	23.6	mph	10 mph Pace	15.3 - 25.3	mph
95th Percentile	25.9	mph	Percent in Pace	88.15	%

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14



Sunday, September 18, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	1	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	17
9:00 AM	0	0	19	25	2	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 AM	0	4	27	48	9	0	0	0	0	0	0	0	0	0	0	0	0	88
11:00 AM	0	5	43	55	6	1	0	0	0	0	0	0	0	0	0	0	0	110
12:00 PM	0	1	42	63	3	0	0	0	0	0	0	0	0	0	0	0	0	109
1:00 PM	1	3	64	80	8	1	0	0	0	0	0	0	0	0	0	0	0	157
2:00 PM	0	3	68	77	7	0	0	0	0	0	0	0	0	0	0	0	0	155
3:00 PM	0	5	80	80	11	0	0	0	0	0	0	0	0	0	0	0	0	176
4:00 PM	0	2	66	74	11	1	0	0	0	0	0	0	0	0	0	0	0	154
5:00 PM	0	3	60	69	9	0	0	0	0	0	0	0	0	0	0	0	0	141
6:00 PM	0	6	50	44	2	1	0	0	0	0	0	0	0	0	0	0	0	103
7:00 PM	0	3	31	37	2	0	0	0	0	0	0	0	0	0	0	0	0	73
8:00 PM	0	5	24	13	2	0	0	0	0	0	0	0	0	0	0	0	0	44
9:00 PM	0	0	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	42	601	696	78	5	0	0	0	0	0	0	0	0	0	0	0	1,423
Percent	0.1%	3.0%	42.2%	48.9%	5.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.4	mph	Mean (Average) Speed	20.4	mph
85th Percentile	23.4	mph	10 mph Pace	15.4 - 25.4	mph
95th Percentile	25.3	mph	Percent in Pace	91.4	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14



Sunday, September 18, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	0	11	8	3	0	0	0	0	0	0	0	0	0	0	0	0	22
9:00 AM	0	0	25	30	3	1	0	0	0	0	0	0	0	0	0	0	0	59
10:00 AM	0	6	31	60	11	0	0	0	0	0	0	0	0	0	0	0	0	108
11:00 AM	0	13	61	66	6	0	0	0	0	0	0	0	0	0	0	0	0	146
12:00 PM	0	4	50	62	7	0	0	0	0	0	0	0	0	0	0	0	0	123
1:00 PM	0	9	64	65	18	0	0	0	0	0	0	0	0	0	0	0	0	156
2:00 PM	1	11	80	72	12	0	0	0	0	0	0	0	0	0	0	0	0	176
3:00 PM	1	4	61	63	6	0	0	0	0	0	0	0	0	0	0	0	0	135
4:00 PM	0	2	56	55	9	0	0	0	0	0	0	0	0	0	0	0	0	122
5:00 PM	0	2	31	54	4	0	0	0	0	0	0	0	0	0	0	0	0	91
6:00 PM	0	5	28	38	5	1	0	0	0	0	0	0	0	0	0	0	0	77
7:00 PM	0	1	27	29	6	0	0	0	0	0	0	0	0	0	0	0	0	63
8:00 PM	0	3	8	20	1	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	2	63	550	638	97	3	0	0	0	0	0	0	0	0	0	0	0	1,353
Percent	0.1%	4.7%	40.7%	47.2%	7.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.4	mph	Mean (Average) Speed	20.4	mph
85th Percentile	23.8	mph	10 mph Pace	15.7 - 25.7	mph
95th Percentile	25.9	mph	Percent in Pace	87.8	%

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14



Monday, September 19, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	2	4	12	2	0	0	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	0	2	12	22	2	2	0	0	0	0	0	0	0	0	0	0	0	40
9:00 AM	0	0	16	28	9	0	0	0	0	0	0	0	0	0	0	0	0	53
10:00 AM	0	1	37	56	1	0	0	0	0	0	0	0	0	0	0	0	0	95
11:00 AM	1	1	51	62	10	0	0	0	0	0	0	0	0	0	0	0	0	125
12:00 PM	0	6	69	58	10	0	0	0	0	0	0	0	0	0	0	0	0	143
1:00 PM	0	1	62	65	9	1	0	0	0	0	0	0	0	0	0	0	0	138
2:00 PM	0	3	69	68	4	0	0	0	0	0	0	0	0	0	0	0	0	144
3:00 PM	2	9	69	72	10	0	0	0	0	0	0	0	0	0	0	0	0	162
4:00 PM	1	5	56	63	8	0	1	0	0	0	0	0	0	0	0	0	0	134
5:00 PM	0	1	54	60	8	0	0	0	0	0	0	0	0	0	0	0	0	123
6:00 PM	0	2	68	35	12	0	0	0	0	0	0	0	0	0	0	0	0	117
7:00 PM	0	4	54	41	2	0	0	0	0	0	0	0	0	0	0	0	0	101
8:00 PM	0	6	34	20	2	0	0	0	0	0	0	0	0	0	0	0	0	62
9:00 PM	0	1	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	44	680	684	93	3	1	0	0	0	0	0	0	0	0	0	0	1,509
Percent	0.3%	2.9%	45.1%	45.3%	6.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.1	mph	Mean (Average) Speed	20.3	mph
85th Percentile	23.5	mph	10 mph Pace	15.5 - 25.5	mph
95th Percentile	25.3	mph	Percent in Pace	91.3	%

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14



Monday, September 19, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	1	4	14	5	1	1	0	0	0	0	0	0	0	0	0	0	26
8:00 AM	0	2	18	26	13	0	0	0	0	0	0	0	0	0	0	0	0	59
9:00 AM	0	3	34	49	8	1	0	0	0	0	0	0	0	0	0	0	0	95
10:00 AM	0	8	32	60	20	0	0	0	0	0	0	0	0	0	0	0	0	120
11:00 AM	0	4	41	77	15	1	0	0	0	0	0	0	0	0	0	0	0	138
12:00 PM	1	14	53	68	17	0	0	0	0	0	0	0	0	0	0	0	0	153
1:00 PM	1	2	54	68	13	0	0	0	0	0	0	0	0	0	0	0	0	138
2:00 PM	0	15	62	65	13	0	0	0	0	0	0	0	0	0	0	0	0	155
3:00 PM	0	12	54	76	14	1	0	0	0	0	0	0	0	0	0	0	0	157
4:00 PM	0	6	72	110	13	0	0	0	0	0	0	0	0	0	0	0	0	201
5:00 PM	0	8	50	89	14	1	0	0	0	0	0	0	0	0	0	0	0	162
6:00 PM	2	8	52	56	12	0	0	0	0	0	0	0	0	0	0	0	0	130
7:00 PM	1	2	26	36	6	0	0	0	0	0	0	0	0	0	0	0	0	71
8:00 PM	0	0	9	16	3	0	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	0	0	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	86	570	821	173	7	1	0	0	0	0	0	0	0	0	0	0	1,664
Percent	0.4%	5.2%	34.3%	49.3%	10.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.8	mph	Mean (Average) Speed	20.8	mph
85th Percentile	24.3	mph	10 mph Pace	15.8 - 25.8	mph
95th Percentile	26.5	mph	Percent in Pace	84.74	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14



Tuesday, September 20, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	6	15	7	0	0	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	0	12	20	3	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 AM	0	0	21	31	7	0	0	0	0	0	0	0	0	0	0	0	0	59
10:00 AM	1	5	40	44	6	0	0	0	0	0	0	0	0	0	0	0	0	96
11:00 AM	2	6	58	48	6	1	0	0	0	0	0	0	0	0	0	0	0	121
12:00 PM	0	2	75	54	6	1	0	0	0	0	0	0	0	0	0	0	0	138
1:00 PM	1	1	57	63	8	0	0	0	0	0	0	0	0	0	0	0	0	130
2:00 PM	0	4	61	64	4	0	0	0	0	0	0	0	0	0	0	0	0	133
3:00 PM	0	1	60	75	4	0	0	0	0	0	0	0	0	0	0	0	0	140
4:00 PM	0	3	65	57	6	1	0	0	0	0	0	0	0	0	0	0	0	132
5:00 PM	0	1	69	59	6	0	0	0	0	0	0	0	0	0	0	0	0	135
6:00 PM	0	8	39	47	8	0	0	0	0	0	0	0	0	0	0	0	0	102
7:00 PM	0	0	47	44	2	0	0	0	0	0	0	0	0	0	0	0	0	93
8:00 PM	0	2	21	14	1	0	0	0	0	0	0	0	0	0	0	0	0	38
9:00 PM	0	4	11	9	4	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	1	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	4	40	649	670	81	3	0	0	0	0	0	0	0	0	0	0	0	1,447
Percent	0.3%	2.8%	44.9%	46.3%	5.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.2	mph	Mean (Average) Speed	20.2	mph
85th Percentile	23.3	mph	10 mph Pace	15.2 - 25.2	mph
95th Percentile	25.3	mph	Percent in Pace	91.3	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14



Tuesday, September 20, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	1	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	11
7:00 AM	0	2	8	15	2	0	0	0	0	0	0	0	0	0	0	0	0	27
8:00 AM	1	6	11	28	7	0	0	0	0	0	0	0	0	0	0	0	0	53
9:00 AM	0	3	21	37	11	1	0	0	0	0	0	0	0	0	0	0	0	73
10:00 AM	0	7	53	58	6	0	0	0	0	0	0	0	0	0	0	0	0	124
11:00 AM	0	11	52	59	9	0	0	0	0	0	0	0	0	0	0	0	0	131
12:00 PM	0	6	66	70	10	0	0	0	0	0	0	0	0	0	0	0	0	152
1:00 PM	2	12	50	74	7	1	0	0	0	0	0	0	0	0	0	0	0	146
2:00 PM	0	8	57	73	11	2	0	0	0	0	0	0	0	0	0	0	0	151
3:00 PM	0	10	57	81	10	0	0	0	0	0	0	0	0	0	0	0	0	158
4:00 PM	0	8	74	83	14	1	0	0	0	0	0	0	0	0	0	0	0	180
5:00 PM	0	8	56	72	10	1	0	0	0	0	0	0	0	0	0	0	0	147
6:00 PM	0	5	29	68	10	1	0	0	0	0	0	0	0	0	0	0	0	113
7:00 PM	0	6	24	31	5	0	0	0	0	0	0	0	0	0	0	0	0	66
8:00 PM	0	0	9	11	3	1	0	0	0	0	0	0	0	0	0	0	0	24
9:00 PM	0	1	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	95	581	777	121	8	0	0	0	0	0	0	0	0	0	0	0	1,585
Percent	0.2%	6.0%	36.7%	49.0%	7.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.6	mph	Mean (Average) Speed	20.5	mph
85th Percentile	23.8	mph	10 mph Pace	15.5 - 25.5	mph
95th Percentile	25.9	mph	Percent in Pace	85.74	%

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14



Wednesday, September 21, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	0	2	10	15	7	0	0	0	0	0	0	0	0	0	0	0	0	34
8:00 AM	0	1	17	19	5	0	0	0	0	0	0	0	0	0	0	0	0	42
9:00 AM	0	1	29	30	4	0	0	0	0	0	0	0	0	0	0	0	0	64
10:00 AM	0	2	57	48	4	0	0	0	0	0	0	0	0	0	0	0	0	111
11:00 AM	0	4	46	73	10	0	0	0	0	0	0	0	0	0	0	0	0	133
12:00 PM	0	4	56	65	9	0	0	0	0	0	0	0	0	0	0	0	0	134
1:00 PM	0	7	74	67	5	0	0	0	0	0	0	0	0	0	0	0	0	153
2:00 PM	0	3	68	58	9	0	0	0	0	0	0	0	0	0	0	0	0	138
3:00 PM	1	11	84	64	5	0	0	0	0	0	0	0	0	0	0	0	0	165
4:00 PM	0	3	65	59	9	1	0	0	0	0	0	0	0	0	0	0	0	137
5:00 PM	0	6	57	65	7	1	0	0	0	0	0	0	0	0	0	0	0	136
6:00 PM	0	2	55	48	9	0	0	0	0	0	0	0	0	0	0	0	0	114
7:00 PM	0	3	46	36	4	1	0	0	0	0	0	0	0	0	0	0	0	90
8:00 PM	0	3	24	20	1	0	0	0	0	0	0	0	0	0	0	0	0	48
9:00 PM	0	2	14	15	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:00 PM	0	0	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	54	715	705	94	4	0	0	0	0	0	0	0	0	0	0	0	1,573
Percent	0.1%	3.4%	45.5%	44.8%	6.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.0	mph	Mean (Average) Speed	20.2	mph
85th Percentile	23.2	mph	10 mph Pace	15.4 - 25.4	mph
95th Percentile	25.3	mph	Percent in Pace	90.7	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14



Wednesday, September 21, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	5	10	9	0	0	0	0	0	0	0	0	0	0	0	0	24
8:00 AM	0	3	10	21	9	0	0	0	0	0	0	0	0	0	0	0	0	43
9:00 AM	0	7	37	29	7	0	0	0	0	0	0	0	0	0	0	0	0	80
10:00 AM	0	7	66	56	6	1	0	0	0	0	0	0	0	0	0	0	0	136
11:00 AM	1	6	67	62	7	0	0	0	0	0	0	0	0	0	0	0	0	143
12:00 PM	0	12	61	79	5	1	1	0	0	0	0	0	0	0	0	0	0	159
1:00 PM	0	10	46	78	7	1	0	0	0	0	0	0	0	0	0	0	0	142
2:00 PM	0	13	79	79	10	0	0	0	0	0	0	0	0	0	0	0	0	181
3:00 PM	0	10	59	65	4	1	0	0	0	0	0	0	0	0	0	0	0	139
4:00 PM	0	7	73	83	14	1	0	0	0	0	0	0	0	0	0	0	0	178
5:00 PM	0	13	57	77	17	0	0	0	0	0	0	0	0	0	0	0	0	164
6:00 PM	0	2	59	65	11	0	0	0	0	0	0	0	0	0	0	0	0	137
7:00 PM	0	6	29	35	4	0	0	0	0	0	0	0	0	0	0	0	0	74
8:00 PM	0	1	12	10	1	0	0	0	0	0	0	0	0	0	0	0	0	24
9:00 PM	0	2	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	102	681	767	116	5	1	0	0	0	0	0	0	0	0	0	0	1,673
Percent	0.1%	6.1%	40.7%	45.8%	6.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.2	mph	Mean (Average) Speed	20.2	mph
85th Percentile	23.5	mph	10 mph Pace	15.4 - 25.4	mph
95th Percentile	25.6	mph	Percent in Pace	86.91	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14



Thursday, September 22, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	0	5	13	2	0	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	0	2	6	15	3	1	0	0	0	0	0	0	0	0	0	0	0	27
8:00 AM	0	2	13	16	4	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 AM	0	5	37	20	6	0	0	0	0	0	0	0	0	0	0	0	0	68
10:00 AM	0	5	25	45	4	0	0	0	0	0	0	0	0	0	0	0	0	79
11:00 AM	0	5	42	62	5	0	0	0	0	0	0	0	0	0	0	0	0	114
12:00 PM	0	6	63	61	7	1	0	0	0	0	0	0	0	0	0	0	0	138
1:00 PM	0	6	66	46	9	2	0	0	0	0	0	0	0	0	0	0	0	129
2:00 PM	0	4	60	69	6	0	0	0	0	0	0	0	0	0	0	0	0	139
3:00 PM	1	3	80	61	9	1	0	0	0	0	0	0	0	0	0	0	0	155
4:00 PM	0	12	70	80	12	0	0	0	0	0	0	0	0	0	0	0	0	174
5:00 PM	1	6	67	75	7	1	0	0	0	0	0	0	0	0	0	0	0	157
6:00 PM	0	4	55	54	4	1	0	0	0	0	0	0	0	0	0	0	0	118
7:00 PM	0	6	51	63	1	1	0	0	0	0	0	0	0	0	0	0	0	122
8:00 PM	0	6	31	28	4	1	0	0	0	0	0	0	0	0	0	0	0	70
9:00 PM	1	1	11	18	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:00 PM	0	1	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	3	75	685	747	88	9	0	0	0	0	0	0	0	0	0	0	0	1,607
Percent	0.2%	4.7%	42.6%	46.5%	5.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.1	mph	Mean (Average) Speed	20.2	mph
85th Percentile	23.3	mph	10 mph Pace	15.3 - 25.3	mph
95th Percentile	25.3	mph	Percent in Pace	89.4	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14

Thursday, September 22, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	2	8	16	3	0	0	0	0	0	0	0	0	0	0	0	0	29
8:00 AM	0	3	12	24	6	1	0	0	0	0	0	0	0	0	0	0	0	46
9:00 AM	0	3	38	43	3	0	0	0	0	0	0	0	0	0	0	0	0	87
10:00 AM	0	8	46	54	13	1	0	0	0	0	0	0	0	0	0	0	0	122
11:00 AM	2	14	56	51	11	0	0	0	0	0	0	0	0	0	0	0	0	134
12:00 PM	0	10	71	61	4	1	0	0	0	0	0	0	0	0	0	0	0	147
1:00 PM	0	6	50	75	4	0	0	0	0	0	0	0	0	0	0	0	0	135
2:00 PM	5	14	64	57	14	1	0	0	0	0	0	0	0	0	0	0	0	155
3:00 PM	0	5	83	88	16	1	0	0	0	0	0	0	0	0	0	0	0	193
4:00 PM	0	12	68	91	18	1	0	0	0	0	0	0	0	0	0	0	0	190
5:00 PM	0	0	55	106	21	1	0	0	0	0	0	0	0	0	0	0	0	183
6:00 PM	0	6	50	63	9	1	0	0	0	0	0	0	0	0	0	0	0	129
7:00 PM	0	8	35	39	4	1	0	0	0	0	0	0	0	0	0	0	0	87
8:00 PM	0	1	21	18	3	1	0	0	0	0	0	0	0	0	0	0	0	44
9:00 PM	0	0	3	10	3	0	0	0	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	93	666	808	136	11	0	0	0	0	0	0	0	0	0	0	0	1,721
Percent	0.4%	5.4%	38.7%	46.9%	7.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.5	mph	Mean (Average) Speed	20.4	mph
85th Percentile	23.8	mph	10 mph Pace	15.0 - 25.0	mph
95th Percentile	25.9	mph	Percent in Pace	85.65	%

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 14



Friday, September 23, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	15	13	7	0	0	0	0	0	0	0	0	0	0	0	0	35
8:00 AM	0	1	12	19	4	1	0	0	0	0	0	0	0	0	0	0	0	37
9:00 AM	0	1	20	35	6	0	0	0	0	0	0	0	0	0	0	0	0	62
10:00 AM	0	7	49	52	10	1	0	0	0	0	0	0	0	0	0	0	0	119
11:00 AM	0	3	44	60	8	0	0	0	0	0	0	0	0	0	0	0	0	115
12:00 PM	1	3	44	82	14	1	0	0	0	0	0	0	0	0	0	0	0	145
1:00 PM	1	5	53	73	5	0	0	0	0	0	0	0	0	0	0	0	0	137
2:00 PM	0	8	62	84	7	0	0	0	0	0	0	0	0	0	0	0	0	161
3:00 PM	0	4	42	100	13	1	0	0	0	0	0	0	0	0	0	0	0	160
4:00 PM	0	0	62	100	9	0	0	0	0	0	0	0	0	0	0	0	0	171
5:00 PM	1	3	40	86	9	0	0	0	0	0	0	0	0	0	0	0	0	139
6:00 PM	0	8	56	72	9	0	0	0	0	0	0	0	0	0	0	0	0	145
7:00 PM	0	5	38	39	6	1	0	0	0	0	0	0	0	0	0	0	0	89
8:00 PM	0	1	29	23	2	0	0	0	0	0	0	0	0	0	0	0	0	55
9:00 PM	0	3	24	15	2	0	0	0	0	0	0	0	0	0	0	0	0	44
10:00 PM	0	1	4	12	3	0	0	0	0	0	0	0	0	0	0	0	0	20
11:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	3	55	599	882	115	5	0	0	0	0	0	0	0	0	0	0	0	1,659
Percent	0.2%	3.3%	36.1%	53.2%	6.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.8	mph	Mean (Average) Speed	20.7	mph
85th Percentile	23.7	mph	10 mph Pace	15.8 - 25.8	mph
95th Percentile	25.6	mph	Percent in Pace	90.7	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14



Friday, September 23, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	11
7:00 AM	0	2	6	16	5	2	0	0	0	0	0	0	0	0	0	0	0	31
8:00 AM	0	2	13	29	12	1	0	0	0	0	0	0	0	0	0	0	0	57
9:00 AM	0	2	25	49	5	0	0	0	0	0	0	0	0	0	0	0	0	81
10:00 AM	0	2	50	64	9	0	0	0	0	0	0	0	0	0	0	0	0	125
11:00 AM	0	7	55	83	10	1	0	0	0	0	0	0	0	0	0	0	0	156
12:00 PM	0	4	65	75	17	0	0	0	0	0	0	0	0	0	0	0	0	161
1:00 PM	0	9	74	74	13	0	0	0	0	0	0	0	0	0	0	0	0	170
2:00 PM	1	7	59	66	14	0	0	0	0	0	0	0	0	0	0	0	0	147
3:00 PM	1	9	94	71	12	0	0	0	0	0	0	0	0	0	0	0	0	187
4:00 PM	0	13	90	115	15	2	0	0	0	0	0	0	0	0	0	0	0	235
5:00 PM	0	4	48	114	16	1	0	0	0	0	0	0	0	0	0	0	0	183
6:00 PM	0	5	46	64	5	0	0	0	0	0	0	0	0	0	0	0	0	120
7:00 PM	0	0	36	52	9	1	0	0	0	0	0	0	0	0	0	0	0	98
8:00 PM	0	0	13	17	6	0	0	0	0	0	0	0	0	0	0	0	0	36
9:00 PM	0	2	7	13	1	0	0	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	3	68	700	912	153	9	0	0	0	0	0	0	0	0	0	0	0	1,845
Percent	0.2%	3.7%	37.9%	49.4%	8.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.7	mph	Mean (Average) Speed	20.7	mph
85th Percentile	24.0	mph	10 mph Pace	16.0 - 26.0	mph
95th Percentile	26.0	mph	Percent in Pace	87.75	%

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	0	1	7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	24
8:00 AM	0	1	12	17	3	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 AM	0	1	24	28	6	0	0	0	0	0	0	0	0	0	0	0	0	59
10:00 AM	0	3	40	48	6	0	0	0	0	0	0	0	0	0	0	0	0	97
11:00 AM	0	4	49	60	8	0	0	0	0	0	0	0	0	0	0	0	0	121
12:00 PM	0	4	59	64	8	0	0	0	0	0	0	0	0	0	0	0	0	135
1:00 PM	0	4	62	71	7	1	0	0	0	0	0	0	0	0	0	0	0	145
2:00 PM	0	4	69	72	7	0	0	0	0	0	0	0	0	0	0	0	0	152
3:00 PM	1	6	70	76	8	0	0	0	0	0	0	0	0	0	0	0	0	161
4:00 PM	0	4	63	74	9	0	0	0	0	0	0	0	0	0	0	0	0	150
5:00 PM	0	3	57	70	8	0	0	0	0	0	0	0	0	0	0	0	0	138
6:00 PM	0	5	55	49	7	0	0	0	0	0	0	0	0	0	0	0	0	116
7:00 PM	0	4	44	43	3	0	0	0	0	0	0	0	0	0	0	0	0	94
8:00 PM	0	3	26	19	2	0	0	0	0	0	0	0	0	0	0	0	0	50
9:00 PM	0	2	14	12	1	0	0	0	0	0	0	0	0	0	0	0	0	29
10:00 PM	0	1	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	50	661	736	92	1	0	0	0	0	0	0	0	0	0	0	0	1,541
Percent	0.1%	3.2%	42.9%	47.8%	6.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	20.2 mph	Mean (Average) Speed	20.3 mph
85th Percentile	23.4 mph	10 mph Pace	15.5 - 25.5 mph
95th Percentile	25.4 mph	Percent in Pace	90.5 %

Location: E Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 14

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	1	6	13	4	1	0	0	0	0	0	0	0	0	0	0	0	25
8:00 AM	0	2	12	22	8	0	0	0	0	0	0	0	0	0	0	0	0	44
9:00 AM	0	3	32	40	6	0	0	0	0	0	0	0	0	0	0	0	0	81
10:00 AM	0	7	50	61	11	0	0	0	0	0	0	0	0	0	0	0	0	129
11:00 AM	0	9	56	68	11	0	0	0	0	0	0	0	0	0	0	0	0	144
12:00 PM	0	8	63	70	10	0	0	0	0	0	0	0	0	0	0	0	0	151
1:00 PM	0	9	61	74	11	0	0	0	0	0	0	0	0	0	0	0	0	155
2:00 PM	1	12	68	71	12	0	0	0	0	0	0	0	0	0	0	0	0	164
3:00 PM	0	8	68	72	10	1	0	0	0	0	0	0	0	0	0	0	0	159
4:00 PM	0	7	71	87	14	1	0	0	0	0	0	0	0	0	0	0	0	180
5:00 PM	0	5	49	83	13	1	0	0	0	0	0	0	0	0	0	0	0	151
6:00 PM	0	5	43	57	8	0	0	0	0	0	0	0	0	0	0	0	0	113
7:00 PM	0	4	29	36	6	0	0	0	0	0	0	0	0	0	0	0	0	75
8:00 PM	0	1	13	16	3	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 PM	0	1	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	84	635	786	131	4	0	0	0	0	0	0	0	0	0	0	0	1,641
Percent	0.1%	5.1%	38.7%	47.9%	8.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	20.5	mph	Mean (Average) Speed	20.5	mph
85th Percentile	23.8	mph	10 mph Pace	15.5 - 25.5	mph
95th Percentile	26.0	mph	Percent in Pace	86.5	%

Location: E Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 - 9/23/2022
Site Code: 14

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	4	2	6	0	1	1	2	0	2	1	1	2	3	2	5	0	1	1	1	1	2	1	1	3
1:00 AM	1	2	3	3	2	5	1	0	1	1	1	2	0	0	0	2	0	2	1	0	1	1	0	1
2:00 AM	1	1	2	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	1	0	2	2	0	1	1	0	1	1	0	1	1	2	1	3	0	0	0	1	1	2
4:00 AM	2	0	2	2	0	2	2	1	3	1	0	1	2	0	2	1	1	2	0	1	1	1	0	2
5:00 AM	5	2	7	4	1	5	4	3	7	6	5	11	10	6	16	9	4	13	6	5	11	8	5	13
6:00 AM	9	7	16	7	3	10	13	9	22	13	11	24	12	13	25	20	7	27	13	11	24	15	10	25
7:00 AM	20	22	42	5	12	17	20	26	46	28	27	55	34	24	58	27	29	56	35	31	66	30	27	56
8:00 AM	31	32	63	17	22	39	40	59	99	35	53	88	42	43	85	35	46	81	37	57	94	37	47	85
9:00 AM	64	96	160	46	59	105	53	95	148	59	73	132	64	80	144	68	87	155	62	81	143	64	80	144
10:00 AM	97	164	261	88	108	196	95	120	215	96	124	220	111	136	247	79	122	201	119	125	244	95	127	223
11:00 AM	130	162	292	110	146	256	125	138	263	121	131	252	133	143	276	114	134	248	115	156	271	123	136	259
12:00 PM	148	162	310	109	123	232	143	153	296	138	152	290	134	159	293	138	147	285	145	161	306	137	153	289
1:00 PM	168	204	372	157	156	313	138	138	276	130	146	276	153	142	295	129	135	264	137	170	307	137	141	278
2:00 PM	192	189	381	155	176	331	144	155	299	133	151	284	138	181	319	139	155	294	161	147	308	137	162	299
3:00 PM	177	147	324	176	135	311	162	157	319	140	158	298	165	139	304	155	193	348	160	187	347	153	163	317
4:00 PM	157	159	316	154	122	276	134	201	335	132	180	312	137	178	315	174	190	364	171	235	406	148	183	330
5:00 PM	141	122	263	141	91	232	123	162	285	135	147	282	136	164	300	157	183	340	139	183	322	143	165	307
6:00 PM	116	89	205	103	77	180	117	130	247	102	113	215	114	137	251	118	129	247	145	120	265	111	126	238
7:00 PM	88	75	163	73	63	136	101	71	172	93	66	159	90	74	164	122	87	209	89	98	187	102	76	177
8:00 PM	40	39	79	44	32	76	62	28	90	38	24	62	48	24	72	70	44	114	55	36	91	52	31	83
9:00 PM	35	7	42	19	9	28	18	11	29	28	15	43	31	16	47	31	16	47	44	23	67	30	16	46
10:00 PM	16	6	22	8	8	16	11	5	16	13	6	19	12	8	20	12	8	20	20	11	31	12	7	20
11:00 PM	6	6	12	2	4	6	1	1	2	4	0	4	3	3	6	5	2	7	4	6	10	4	2	6
Total	1,648	1,696	3,344	1,423	1,353	2,776	1,509	1,664	3,173	1,447	1,585	3,032	1,573	1,673	3,246	1,607	1,721	3,328	1,659	1,845	3,504	1,542	1,660	3,202
Percent	49%	51%	-	51%	49%	-	48%	52%	-	48%	52%	-	48%	52%	-	48%	52%	-	47%	53%	-	48%	52%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary



Location: W Meadows Dr S/O Midland Ave

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 15

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	115	12,903	4,825	19	3,987	98	0	10	19	4	0	0	0	21,980
Percent	0.5%	58.7%	22.0%	0.1%	18.1%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	82	11,105	4,232	61	2,653	40	0	13	24	2	0	0	2	18,214
Percent	0.5%	61.0%	23.2%	0.3%	14.6%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	197	24,008	9,057	80	6,640	138	0	23	43	6	0	0	2	40,194
Percent	0.5%	59.7%	22.5%	0.2%	16.5%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Saturday, September 17, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
6:00 AM	0	8	5	0	8	0	0	0	0	0	0	0	0	21
7:00 AM	0	14	12	0	14	0	0	0	1	0	0	0	0	41
8:00 AM	0	41	25	0	32	0	0	0	0	0	0	0	0	98
9:00 AM	1	76	33	0	35	0	0	0	0	0	0	0	0	145
10:00 AM	0	117	47	0	43	0	0	0	0	0	0	0	0	207
11:00 AM	0	181	48	0	60	1	0	0	0	0	0	0	0	290
12:00 PM	0	198	85	0	37	0	0	0	0	0	0	0	0	320
1:00 PM	0	220	74	0	49	4	0	0	0	0	0	0	0	347
2:00 PM	3	228	54	0	41	1	0	0	0	1	0	0	0	328
3:00 PM	1	219	66	0	46	6	0	0	0	0	0	0	0	338
4:00 PM	1	172	73	0	39	0	0	0	0	0	0	0	0	285
5:00 PM	0	171	52	0	41	2	0	0	0	0	0	0	0	266
6:00 PM	0	134	48	0	26	0	0	0	0	0	0	0	0	208
7:00 PM	5	112	37	0	39	0	0	0	0	0	0	0	0	193
8:00 PM	0	86	20	0	17	0	0	0	0	0	0	0	0	123
9:00 PM	0	56	18	0	12	0	0	0	0	0	0	0	0	86
10:00 PM	0	21	3	0	3	0	0	0	0	0	0	0	0	27
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	11	2,070	702	0	544	15	0	0	1	1	0	0	0	3,344
Percent	0.3%	61.9%	21.0%	0.0%	16.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Saturday, September 17, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	3
5:00 AM	0	3	3	1	3	1	0	0	0	0	0	0	0	11
6:00 AM	0	14	15	0	5	0	0	0	0	0	0	0	0	34
7:00 AM	0	34	16	0	17	0	0	0	0	0	0	0	0	67
8:00 AM	0	65	39	1	21	0	0	0	0	0	0	0	0	126
9:00 AM	1	106	38	0	29	0	0	0	0	0	0	0	0	174
10:00 AM	1	147	57	1	32	0	0	0	0	0	0	0	0	238
11:00 AM	0	194	56	0	39	1	0	0	0	0	0	0	0	290
12:00 PM	0	193	80	0	39	0	0	0	0	0	0	0	0	312
1:00 PM	0	216	68	0	21	0	0	0	0	0	0	0	0	305
2:00 PM	0	174	66	0	26	0	0	0	0	0	0	0	0	266
3:00 PM	0	150	46	0	24	0	0	0	0	0	0	0	0	220
4:00 PM	1	136	44	0	33	0	0	0	0	0	0	0	0	214
5:00 PM	5	131	34	0	26	0	0	0	0	0	0	0	0	196
6:00 PM	0	114	30	1	21	0	0	0	0	0	0	0	0	166
7:00 PM	0	71	19	0	15	0	0	0	0	0	0	0	0	105
8:00 PM	0	35	19	0	3	0	0	0	0	0	0	0	0	57
9:00 PM	0	21	10	1	1	0	0	0	0	0	0	0	0	33
10:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	8	1,822	642	5	357	3	0	0	0	0	0	0	0	2,837
Percent	0.3%	64.2%	22.6%	0.2%	12.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Sunday, September 18, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	9	7	0	3	0	0	0	0	0	0	0	0	19
8:00 AM	0	26	7	0	13	0	0	0	0	0	0	0	0	46
9:00 AM	1	51	25	0	32	0	0	0	0	0	0	0	0	109
10:00 AM	1	78	57	0	28	0	0	0	0	0	0	0	0	164
11:00 AM	1	136	53	0	26	0	0	0	0	1	0	0	0	217
12:00 PM	5	181	52	0	44	0	0	0	0	0	0	0	0	282
1:00 PM	2	181	58	0	44	2	0	0	0	0	0	0	0	287
2:00 PM	0	199	49	0	42	2	0	0	0	0	0	0	0	292
3:00 PM	4	184	69	0	50	1	0	0	0	0	0	0	0	308
4:00 PM	3	202	58	0	35	1	0	0	0	0	0	0	0	299
5:00 PM	1	153	46	0	37	1	0	0	0	0	0	0	0	238
6:00 PM	2	111	34	0	29	0	0	0	0	0	0	0	0	176
7:00 PM	1	99	29	0	33	0	0	0	0	0	0	0	0	162
8:00 PM	1	82	17	0	14	0	0	0	0	0	0	0	0	114
9:00 PM	0	35	3	0	5	0	0	0	0	0	0	0	0	43
10:00 PM	1	8	2	0	3	0	0	0	0	0	0	0	0	14
11:00 PM	0	1	2	0	2	0	0	0	0	0	0	0	0	5
Total	23	1,744	571	0	441	7	0	0	0	1	0	0	0	2,787
Percent	0.8%	62.6%	20.5%	0.0%	15.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Sunday, September 18, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	23	3	0	1	0	0	0	0	0	0	0	0	27
7:00 AM	1	17	12	1	8	0	0	0	0	0	0	0	0	39
8:00 AM	0	42	23	1	11	0	0	0	0	0	0	0	0	77
9:00 AM	0	63	45	0	23	0	0	0	0	0	0	0	0	131
10:00 AM	0	135	40	2	27	0	0	0	0	0	0	0	0	204
11:00 AM	3	186	58	0	29	0	0	0	0	0	0	0	0	276
12:00 PM	4	191	67	0	37	1	0	0	0	0	0	0	0	300
1:00 PM	2	195	52	0	29	1	0	0	0	0	0	0	0	279
2:00 PM	6	164	65	0	35	0	0	0	0	0	0	0	0	270
3:00 PM	2	157	47	0	26	0	0	0	0	0	0	0	0	232
4:00 PM	1	130	42	0	13	0	0	2	0	0	0	0	0	188
5:00 PM	1	108	32	0	16	0	0	0	0	0	0	0	0	157
6:00 PM	0	89	34	1	12	0	0	0	0	0	0	0	0	136
7:00 PM	2	60	18	0	13	0	0	0	0	0	0	0	0	93
8:00 PM	1	33	8	0	5	0	0	0	0	0	0	0	0	47
9:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	23	1,611	549	8	285	2	0	2	0	0	0	0	0	2,480
Percent	0.9%	65.0%	22.1%	0.3%	11.5%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Monday, September 19, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2
6:00 AM	0	8	5	0	9	0	0	0	0	0	0	0	0	22
7:00 AM	0	32	20	0	39	0	0	0	1	0	0	0	0	92
8:00 AM	1	38	26	0	40	2	0	0	1	0	0	0	0	108
9:00 AM	1	51	44	0	35	1	0	0	0	0	0	0	0	132
10:00 AM	1	118	51	1	40	1	0	0	1	0	0	0	0	213
11:00 AM	2	144	61	0	58	0	0	1	0	0	0	0	0	266
12:00 PM	0	133	58	1	40	2	0	0	0	1	0	0	0	235
1:00 PM	3	148	56	0	49	1	0	0	0	0	0	0	0	257
2:00 PM	3	199	66	0	39	0	0	0	0	0	0	0	0	307
3:00 PM	1	183	57	0	39	0	0	0	1	0	0	0	0	281
4:00 PM	0	240	60	0	48	4	0	0	0	0	0	0	0	352
5:00 PM	2	192	77	0	51	2	0	0	0	0	0	0	0	324
6:00 PM	0	181	38	0	40	0	0	0	1	0	0	0	0	260
7:00 PM	0	124	38	0	30	0	0	0	0	0	0	0	0	192
8:00 PM	1	57	17	0	18	0	0	0	0	0	0	0	0	93
9:00 PM	0	47	13	0	10	0	0	0	0	0	0	0	0	70
10:00 PM	0	12	1	0	4	0	0	0	0	0	0	0	0	17
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	16	1,910	690	2	590	14	0	1	5	1	0	0	0	3,229
Percent	0.5%	59.2%	21.4%	0.1%	18.3%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Monday, September 19, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	14	4	1	1	1	0	0	0	0	0	0	0	21
6:00 AM	0	20	11	0	11	0	0	0	0	0	0	0	0	42
7:00 AM	1	44	25	0	24	1	0	0	0	0	0	0	0	95
8:00 AM	1	59	41	1	25	2	0	0	1	0	0	0	0	130
9:00 AM	0	89	43	0	26	0	0	0	0	0	0	0	0	158
10:00 AM	1	117	47	2	45	0	0	2	1	0	0	0	0	215
11:00 AM	0	150	48	0	31	0	0	0	1	0	0	0	0	230
12:00 PM	0	148	57	0	23	2	0	0	0	0	0	0	0	230
1:00 PM	0	134	56	1	33	0	0	0	2	1	0	0	0	227
2:00 PM	2	140	40	0	33	0	0	0	0	0	0	0	0	215
3:00 PM	2	140	52	0	23	1	0	0	0	0	0	0	0	218
4:00 PM	4	142	52	0	30	0	0	0	0	0	0	0	0	228
5:00 PM	0	129	39	1	34	0	0	0	0	0	0	0	0	203
6:00 PM	0	109	41	1	24	0	0	0	0	0	0	0	0	175
7:00 PM	1	67	24	0	20	1	0	0	0	0	0	0	0	113
8:00 PM	0	33	14	1	6	1	0	0	0	0	0	0	0	55
9:00 PM	0	18	4	2	4	0	0	0	0	0	0	0	0	28
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	1,574	601	10	395	9	0	2	5	1	0	0	0	2,610
Percent	0.5%	60.3%	23.0%	0.4%	15.1%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Tuesday, September 20, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
6:00 AM	0	8	15	0	17	0	0	0	0	0	0	0	0	40
7:00 AM	0	27	17	0	39	0	0	0	0	0	0	0	0	83
8:00 AM	0	51	34	0	49	1	0	0	1	0	0	0	0	136
9:00 AM	0	68	41	1	41	1	0	0	1	0	0	0	0	153
10:00 AM	0	95	49	0	30	0	0	0	1	0	0	0	0	175
11:00 AM	1	114	48	0	44	4	0	0	0	0	0	0	0	211
12:00 PM	2	145	75	0	34	0	0	0	1	0	0	0	0	257
1:00 PM	2	141	66	0	58	0	0	0	0	0	0	0	0	267
2:00 PM	1	146	60	0	45	1	0	0	0	0	0	0	0	253
3:00 PM	2	175	63	0	52	4	0	0	0	0	0	0	0	296
4:00 PM	2	173	73	0	47	1	0	0	0	0	0	0	0	296
5:00 PM	1	196	59	0	47	0	0	0	1	0	0	0	0	304
6:00 PM	1	138	43	0	50	0	0	0	0	0	0	0	0	232
7:00 PM	0	105	27	0	21	0	0	0	0	0	0	0	0	153
8:00 PM	0	61	34	0	16	0	0	0	0	0	0	0	0	111
9:00 PM	0	22	12	0	9	0	0	0	0	0	0	0	0	43
10:00 PM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	13	1,681	722	2	601	12	0	0	5	0	0	0	0	3,036
Percent	0.4%	55.4%	23.8%	0.1%	19.8%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Tuesday, September 20, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	16	7	1	1	0	0	0	0	0	0	0	0	25
6:00 AM	1	23	18	0	15	1	0	0	0	0	0	0	0	58
7:00 AM	0	45	27	1	29	0	0	0	1	0	0	0	0	103
8:00 AM	0	83	47	1	33	0	0	0	0	0	0	0	0	164
9:00 AM	0	102	43	0	29	0	0	1	1	0	0	0	1	177
10:00 AM	2	109	43	2	35	0	0	0	1	0	0	0	0	192
11:00 AM	1	135	58	0	21	0	0	0	2	0	0	0	1	218
12:00 PM	0	112	51	0	28	1	0	0	0	0	0	0	0	192
1:00 PM	1	127	46	0	41	0	0	0	0	0	0	0	0	215
2:00 PM	0	120	48	1	31	0	0	0	2	0	0	0	0	202
3:00 PM	0	111	37	0	28	0	0	0	0	0	0	0	0	176
4:00 PM	0	109	46	0	34	0	0	0	0	0	0	0	0	189
5:00 PM	1	126	48	1	23	0	0	0	0	0	0	0	0	199
6:00 PM	0	102	35	1	18	0	0	0	0	0	0	0	0	156
7:00 PM	0	67	22	0	13	1	0	0	0	0	0	0	0	103
8:00 PM	0	30	12	0	6	0	0	0	0	0	0	0	0	48
9:00 PM	0	10	0	1	2	0	0	0	0	0	0	0	0	13
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	1,445	588	9	387	3	0	1	7	0	0	0	2	2,448
Percent	0.2%	59.0%	24.0%	0.4%	15.8%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.1%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Wednesday, September 21, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
6:00 AM	1	10	12	0	24	1	0	0	0	0	0	0	0	48
7:00 AM	0	22	33	0	32	2	0	0	0	0	0	0	0	89
8:00 AM	0	59	22	1	50	0	0	0	2	0	0	0	0	134
9:00 AM	2	65	37	2	45	0	0	0	0	0	0	0	0	151
10:00 AM	1	96	50	0	42	0	0	0	0	0	0	0	0	189
11:00 AM	0	118	49	0	54	0	0	0	0	0	0	0	0	221
12:00 PM	0	141	52	1	55	1	0	2	0	0	0	0	0	252
1:00 PM	3	151	68	0	44	1	0	0	1	0	0	0	0	268
2:00 PM	0	156	67	0	50	0	0	0	0	0	0	0	0	273
3:00 PM	0	175	47	1	47	2	0	0	0	0	0	0	0	272
4:00 PM	0	151	61	1	49	0	0	0	0	0	0	0	0	262
5:00 PM	2	190	63	1	45	0	0	0	0	0	0	0	0	301
6:00 PM	1	141	41	0	37	0	0	0	0	0	0	0	0	220
7:00 PM	1	114	36	0	25	1	0	0	0	0	0	0	0	177
8:00 PM	0	72	25	0	15	0	0	0	0	0	0	0	0	112
9:00 PM	0	37	7	0	2	0	0	0	0	0	0	0	0	46
10:00 PM	0	11	8	0	1	0	0	0	0	0	0	0	0	20
11:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Total	11	1,720	681	7	619	9	0	2	3	0	0	0	0	3,052
Percent	0.4%	56.4%	22.3%	0.2%	20.3%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Wednesday, September 21, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	10
5:00 AM	0	13	5	1	3	0	0	0	0	0	0	0	0	22
6:00 AM	1	29	22	0	17	1	0	0	0	0	0	0	0	70
7:00 AM	0	36	39	1	29	0	0	0	1	0	0	0	0	106
8:00 AM	1	82	43	1	37	1	0	0	1	0	0	0	0	166
9:00 AM	1	93	40	0	31	0	0	0	0	0	0	0	0	165
10:00 AM	0	119	51	2	35	0	0	0	1	0	0	0	0	208
11:00 AM	0	124	43	0	36	1	0	0	0	0	0	0	0	204
12:00 PM	1	132	49	1	40	0	0	0	0	0	0	0	0	223
1:00 PM	2	131	53	1	33	1	0	0	0	0	0	0	0	221
2:00 PM	1	143	56	0	37	0	0	0	0	0	0	0	0	237
3:00 PM	0	123	50	1	24	1	0	0	0	0	0	0	0	199
4:00 PM	1	111	46	1	43	1	0	0	1	0	0	0	0	204
5:00 PM	0	124	40	1	25	0	0	0	0	0	0	0	0	190
6:00 PM	0	69	40	2	18	0	0	0	1	0	0	0	0	130
7:00 PM	0	63	15	0	15	0	0	0	0	0	0	0	0	93
8:00 PM	1	25	5	0	7	0	0	0	0	0	0	0	0	38
9:00 PM	0	17	3	1	1	0	0	0	0	0	0	0	0	22
10:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	1,453	602	13	432	7	0	0	5	0	0	0	0	2,521
Percent	0.4%	57.6%	23.9%	0.5%	17.1%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Thursday, September 22, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	8	8	0	15	0	0	0	0	0	0	0	0	31
7:00 AM	0	18	27	0	43	3	0	0	0	0	0	0	0	91
8:00 AM	0	50	37	1	37	0	0	0	0	0	0	0	0	125
9:00 AM	2	44	38	2	39	1	0	0	1	0	0	0	0	127
10:00 AM	0	95	42	0	58	0	0	1	0	0	0	0	0	196
11:00 AM	2	124	43	0	55	1	0	1	0	0	0	0	0	226
12:00 PM	3	138	53	0	65	3	0	0	0	0	0	0	0	262
1:00 PM	2	173	55	0	57	1	0	0	0	0	0	0	0	288
2:00 PM	0	179	58	0	54	1	0	0	1	0	0	0	0	293
3:00 PM	0	176	57	0	34	1	0	0	0	0	0	0	0	268
4:00 PM	0	187	73	0	41	4	0	0	0	0	0	0	0	305
5:00 PM	1	176	63	0	47	1	0	0	0	0	0	0	0	288
6:00 PM	0	131	52	0	37	0	0	0	0	0	0	0	0	220
7:00 PM	0	131	30	0	30	0	0	1	0	0	0	0	0	192
8:00 PM	0	88	25	0	17	0	0	0	0	0	0	0	0	130
9:00 PM	0	32	21	0	10	0	0	0	0	0	0	0	0	63
10:00 PM	0	16	4	0	4	0	0	0	0	0	0	0	0	24
11:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
Total	11	1,773	690	3	646	16	0	3	2	0	0	0	0	3,144
Percent	0.3%	56.4%	21.9%	0.1%	20.5%	0.5%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Thursday, September 22, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	13	4	1	1	0	0	0	0	0	0	0	0	19
6:00 AM	0	23	17	0	9	0	0	0	0	0	0	0	0	49
7:00 AM	1	36	30	0	29	2	0	0	0	0	0	0	0	98
8:00 AM	0	72	46	2	35	0	0	0	1	0	0	0	0	156
9:00 AM	0	91	57	1	30	0	0	0	0	0	0	0	0	179
10:00 AM	2	112	41	2	44	1	0	0	0	0	0	0	0	202
11:00 AM	2	131	39	0	40	2	0	1	0	1	0	0	0	216
12:00 PM	1	160	63	0	35	1	0	0	1	0	0	0	0	261
1:00 PM	1	132	35	0	37	0	0	0	0	0	0	0	0	205
2:00 PM	1	131	44	1	38	0	0	1	0	0	0	0	0	216
3:00 PM	1	117	58	0	16	3	0	0	0	0	0	0	0	195
4:00 PM	0	150	46	0	22	0	0	0	0	0	0	0	0	218
5:00 PM	0	107	29	1	31	0	0	0	0	0	0	0	0	168
6:00 PM	0	106	45	0	21	0	0	0	0	0	0	0	0	172
7:00 PM	0	73	26	0	14	0	0	0	0	0	0	0	0	113
8:00 PM	0	43	21	0	9	0	0	0	0	0	0	0	0	73
9:00 PM	0	12	7	0	5	0	0	0	0	0	0	0	0	24
10:00 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	1	0	0	0	0	0	1	0	0	0	0	3
Total	9	1,527	613	9	416	9	0	2	3	1	0	0	0	2,589
Percent	0.3%	59.0%	23.7%	0.3%	16.1%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Friday, September 23, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	11	10	0	13	1	0	0	0	0	0	0	0	35
7:00 AM	2	28	21	1	37	2	0	0	0	0	0	0	0	91
8:00 AM	1	37	21	0	38	4	0	0	1	0	0	0	0	102
9:00 AM	1	50	35	0	27	3	0	0	1	0	0	0	0	117
10:00 AM	0	103	56	0	49	0	0	1	0	0	0	0	0	209
11:00 AM	3	128	57	2	51	1	0	1	0	0	0	0	0	243
12:00 PM	3	188	73	0	43	1	0	0	0	0	0	0	0	308
1:00 PM	5	187	55	1	43	5	0	0	0	1	0	0	0	297
2:00 PM	3	164	76	0	41	1	0	1	0	0	0	0	0	286
3:00 PM	5	197	77	0	32	4	0	0	0	0	0	0	0	315
4:00 PM	1	206	73	1	38	2	0	0	0	0	0	0	0	321
5:00 PM	2	219	63	0	29	1	0	0	1	0	0	0	0	315
6:00 PM	2	167	67	0	42	0	0	1	0	0	0	0	0	279
7:00 PM	1	133	34	0	24	0	0	0	0	0	0	0	0	192
8:00 PM	1	91	25	0	25	0	0	0	0	0	0	0	0	142
9:00 PM	0	58	17	0	10	0	0	0	0	0	0	0	0	85
10:00 PM	0	29	5	0	3	0	0	0	0	0	0	0	0	37
11:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Total	30	2,005	769	5	546	25	0	4	3	1	0	0	0	3,388
Percent	0.9%	59.2%	22.7%	0.1%	16.1%	0.7%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Friday, September 23, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	15	6	1	2	1	0	0	0	0	0	0	0	25
6:00 AM	1	27	18	0	21	1	0	0	1	0	0	0	0	69
7:00 AM	0	37	22	0	19	0	0	0	1	0	0	0	0	79
8:00 AM	2	66	28	0	26	2	0	0	0	0	0	0	0	124
9:00 AM	1	80	48	0	25	1	0	1	0	0	0	0	0	156
10:00 AM	1	150	53	2	33	0	0	1	1	0	0	0	0	241
11:00 AM	1	144	64	0	28	0	0	0	0	0	0	0	0	237
12:00 PM	1	141	54	0	40	1	0	1	0	0	0	0	0	238
1:00 PM	1	151	60	0	28	0	0	2	0	0	0	0	0	242
2:00 PM	1	150	57	1	33	1	0	0	1	0	0	0	0	244
3:00 PM	1	149	41	0	29	0	0	0	0	0	0	0	0	220
4:00 PM	0	136	51	0	24	0	0	0	0	0	0	0	0	211
5:00 PM	2	130	51	0	30	0	0	1	0	0	0	0	0	214
6:00 PM	1	127	36	2	21	0	0	0	0	0	0	0	0	187
7:00 PM	1	84	27	0	14	0	0	0	0	0	0	0	0	126
8:00 PM	0	33	10	0	7	0	0	0	0	0	0	0	0	50
9:00 PM	0	29	7	0	1	0	0	0	0	0	0	0	0	37
10:00 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	14	1,673	637	7	381	7	0	6	4	0	0	0	0	2,729
Percent	0.5%	61.3%	23.3%	0.3%	14.0%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	8	8	0	12	0	0	0	0	0	0	0	0	28
7:00 AM	0	21	20	0	30	1	0	0	0	0	0	0	0	72
8:00 AM	0	43	25	0	37	1	0	0	1	0	0	0	0	107
9:00 AM	1	58	36	1	36	1	0	0	0	0	0	0	0	133
10:00 AM	0	100	50	0	41	0	0	0	0	0	0	0	0	191
11:00 AM	1	135	51	0	50	1	0	0	0	0	0	0	0	238
12:00 PM	2	161	64	0	45	1	0	0	0	0	0	0	0	273
1:00 PM	2	172	62	0	49	2	0	0	0	0	0	0	0	287
2:00 PM	1	182	61	0	45	1	0	0	0	0	0	0	0	290
3:00 PM	2	187	62	0	43	3	0	0	0	0	0	0	0	297
4:00 PM	1	190	67	0	42	2	0	0	0	0	0	0	0	302
5:00 PM	1	185	60	0	42	1	0	0	0	0	0	0	0	289
6:00 PM	1	143	46	0	37	0	0	0	0	0	0	0	0	227
7:00 PM	1	117	33	0	29	0	0	0	0	0	0	0	0	180
8:00 PM	0	77	23	0	17	0	0	0	0	0	0	0	0	117
9:00 PM	0	41	13	0	8	0	0	0	0	0	0	0	0	62
10:00 PM	0	16	4	0	3	0	0	0	0	0	0	0	0	23
11:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Total	13	1,845	687	1	567	14	0	0	1	0	0	0	0	3,128
Percent	0.4%	59.0%	22.0%	0.0%	18.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	11	4	1	2	0	0	0	0	0	0	0	0	18
6:00 AM	0	23	15	0	11	0	0	0	0	0	0	0	0	49
7:00 AM	0	36	24	0	22	0	0	0	0	0	0	0	0	82
8:00 AM	1	67	38	1	27	1	0	0	0	0	0	0	0	135
9:00 AM	0	89	45	0	28	0	0	0	0	0	0	0	0	162
10:00 AM	1	127	47	2	36	0	0	0	1	0	0	0	0	214
11:00 AM	1	152	52	0	32	1	0	0	0	0	0	0	0	238
12:00 PM	1	154	60	0	35	1	0	0	0	0	0	0	0	251
1:00 PM	1	155	53	0	32	0	0	0	0	0	0	0	0	241
2:00 PM	2	146	54	0	33	0	0	0	0	0	0	0	0	235
3:00 PM	1	135	47	0	24	1	0	0	0	0	0	0	0	208
4:00 PM	1	131	47	0	28	0	0	0	0	0	0	0	0	207
5:00 PM	1	122	39	1	26	0	0	0	0	0	0	0	0	189
6:00 PM	0	102	37	1	19	0	0	0	0	0	0	0	0	159
7:00 PM	1	69	22	0	15	0	0	0	0	0	0	0	0	107
8:00 PM	0	33	13	0	6	0	0	0	0	0	0	0	0	52
9:00 PM	0	16	5	1	2	0	0	0	0	0	0	0	0	24
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	11	1,587	604	7	378	4	0	0	1	0	0	0	0	2,592
Percent	0.4%	61.2%	23.3%	0.3%	14.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	9	12	0	19	0	0	0	0	0	0	0	0	40
7:00 AM	0	22	26	0	38	2	0	0	0	0	0	0	0	88
8:00 AM	0	53	31	1	45	0	0	0	1	0	0	0	0	132
9:00 AM	1	59	39	2	42	1	0	0	1	0	0	0	0	144
10:00 AM	0	95	47	0	43	0	0	0	0	0	0	0	0	187
11:00 AM	1	119	47	0	51	2	0	0	0	0	0	0	0	219
12:00 PM	2	141	60	0	51	1	0	1	0	0	0	0	0	257
1:00 PM	2	155	63	0	53	1	0	0	0	0	0	0	0	274
2:00 PM	0	160	62	0	50	1	0	0	0	0	0	0	0	273
3:00 PM	1	175	56	0	44	2	0	0	0	0	0	0	0	279
4:00 PM	1	170	69	0	46	2	0	0	0	0	0	0	0	288
5:00 PM	1	187	62	0	46	0	0	0	0	0	0	0	0	298
6:00 PM	1	137	45	0	41	0	0	0	0	0	0	0	0	224
7:00 PM	0	117	31	0	25	0	0	0	0	0	0	0	0	174
8:00 PM	0	74	28	0	16	0	0	0	0	0	0	0	0	118
9:00 PM	0	30	13	0	7	0	0	0	0	0	0	0	0	51
10:00 PM	0	13	5	0	2	0	0	0	0	0	0	0	0	21
11:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Total	12	1,725	698	4	622	12	0	2	3	0	0	0	0	3,077
Percent	0.4%	56.0%	22.7%	0.1%	20.2%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	14	5	1	2	0	0	0	0	0	0	0	0	22
6:00 AM	1	25	19	0	14	1	0	0	0	0	0	0	0	59
7:00 AM	0	39	32	1	29	1	0	0	1	0	0	0	0	102
8:00 AM	0	79	45	1	35	0	0	0	1	0	0	0	0	162
9:00 AM	0	95	47	0	30	0	0	0	0	0	0	0	0	174
10:00 AM	1	113	45	2	38	0	0	0	1	0	0	0	0	201
11:00 AM	1	130	47	0	32	1	0	0	1	0	0	0	0	213
12:00 PM	1	135	54	0	34	1	0	0	0	0	0	0	0	225
1:00 PM	1	130	45	0	37	0	0	0	0	0	0	0	0	214
2:00 PM	1	131	49	1	35	0	0	0	1	0	0	0	0	218
3:00 PM	0	117	48	0	23	1	0	0	0	0	0	0	0	190
4:00 PM	0	123	46	0	33	0	0	0	0	0	0	0	0	204
5:00 PM	0	119	39	1	26	0	0	0	0	0	0	0	0	186
6:00 PM	0	92	40	1	19	0	0	0	0	0	0	0	0	153
7:00 PM	0	68	21	0	14	0	0	0	0	0	0	0	0	103
8:00 PM	0	33	13	0	7	0	0	0	0	0	0	0	0	53
9:00 PM	0	13	3	1	3	0	0	0	0	0	0	0	0	20
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	8	1,475	601	10	412	6	0	1	5	0	0	0	1	2,519
Percent	0.3%	58.5%	23.9%	0.4%	16.3%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: W Meadows Dr S/O Midland Ave

Count Direction: Northbound / Southbound

Date Range: 9/17/2022 to 9/23/2022

Site Code: 15

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	320	2,179	9,408	8,601	1,354	108	7	0	0	0	1	2	0	0	0	0	0	21,980
Percent	1.5%	9.9%	42.8%	39.1%	6.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	130	2,210	10,268	5,238	353	13	1	1	0	0	0	0	0	0	0	0	0	18,214
Percent	0.7%	12.1%	56.4%	28.8%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	450	4,389	19,676	13,839	1,707	121	8	1	0	0	1	2	0	0	0	0	0	40,194
Percent	1.1%	10.9%	49.0%	34.4%	4.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	19.6	mph	Mean (Average) Speed	19.5	mph
85th Percentile	23.3	mph	10 mph Pace	14.4 - 24.4	mph
95th Percentile	25.6	mph	Percent in Pace	82.1	%
Southbound			Southbound		
50th Percentile (Median)	18.5	mph	Mean (Average) Speed	18.5	mph
85th Percentile	21.6	mph	10 mph Pace	13.5 - 23.5	mph
95th Percentile	23.6	mph	Percent in Pace	88.8	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15



Saturday, September 17, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	3	15	3	0	0	0	0	0	0	0	0	0	0	0	0	21
7:00 AM	0	1	15	25	0	0	0	0	0	0	0	0	0	0	0	0	0	41
8:00 AM	0	3	35	50	10	0	0	0	0	0	0	0	0	0	0	0	0	98
9:00 AM	2	5	54	65	18	1	0	0	0	0	0	0	0	0	0	0	0	145
10:00 AM	3	20	82	88	14	0	0	0	0	0	0	0	0	0	0	0	0	207
11:00 AM	2	25	116	126	20	1	0	0	0	0	0	0	0	0	0	0	0	290
12:00 PM	7	26	157	112	17	1	0	0	0	0	0	0	0	0	0	0	0	320
1:00 PM	6	50	143	130	18	0	0	0	0	0	0	0	0	0	0	0	0	347
2:00 PM	9	25	133	141	17	3	0	0	0	0	0	0	0	0	0	0	0	328
3:00 PM	7	47	143	111	27	3	0	0	0	0	0	0	0	0	0	0	0	338
4:00 PM	3	31	116	107	25	2	1	0	0	0	0	0	0	0	0	0	0	285
5:00 PM	2	15	94	129	24	2	0	0	0	0	0	0	0	0	0	0	0	266
6:00 PM	6	17	93	77	14	1	0	0	0	0	0	0	0	0	0	0	0	208
7:00 PM	1	15	85	79	13	0	0	0	0	0	0	0	0	0	0	0	0	193
8:00 PM	0	9	62	47	4	1	0	0	0	0	0	0	0	0	0	0	0	123
9:00 PM	1	9	34	35	7	0	0	0	0	0	0	0	0	0	0	0	0	86
10:00 PM	0	1	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	49	299	1,385	1,358	237	15	1	0	0	0	0	0	0	0	0	0	0	3,344
Percent	1.5%	8.9%	41.4%	40.6%	7.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.8	mph	Mean (Average) Speed	19.7	mph
85th Percentile	23.4	mph	10 mph Pace	15.0 - 25.0	mph
95th Percentile	25.6	mph	Percent in Pace	82.0	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15



Saturday, September 17, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	1	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	1	2	20	11	0	0	0	0	0	0	0	0	0	0	0	0	0	34
7:00 AM	1	10	34	20	1	1	0	0	0	0	0	0	0	0	0	0	0	67
8:00 AM	1	9	60	52	4	0	0	0	0	0	0	0	0	0	0	0	0	126
9:00 AM	0	17	104	49	4	0	0	0	0	0	0	0	0	0	0	0	0	174
10:00 AM	0	23	139	72	4	0	0	0	0	0	0	0	0	0	0	0	0	238
11:00 AM	1	54	172	63	0	0	0	0	0	0	0	0	0	0	0	0	0	290
12:00 PM	1	37	194	75	5	0	0	0	0	0	0	0	0	0	0	0	0	312
1:00 PM	2	47	170	81	5	0	0	0	0	0	0	0	0	0	0	0	0	305
2:00 PM	1	38	154	69	4	0	0	0	0	0	0	0	0	0	0	0	0	266
3:00 PM	0	26	126	64	4	0	0	0	0	0	0	0	0	0	0	0	0	220
4:00 PM	1	18	123	69	3	0	0	0	0	0	0	0	0	0	0	0	0	214
5:00 PM	0	17	100	65	13	1	0	0	0	0	0	0	0	0	0	0	0	196
6:00 PM	2	22	97	44	1	0	0	0	0	0	0	0	0	0	0	0	0	166
7:00 PM	0	12	60	30	3	0	0	0	0	0	0	0	0	0	0	0	0	105
8:00 PM	0	6	29	21	1	0	0	0	0	0	0	0	0	0	0	0	0	57
9:00 PM	0	14	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33
10:00 PM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	12	354	1,612	804	53	2	0	0	0	0	0	0	0	0	0	0	0	2,837
Percent	0.4%	12.5%	56.8%	28.3%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.5	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.5	mph	10 mph Pace	13.6 - 23.6	mph
95th Percentile	23.5	mph	Percent in Pace	89.64	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15



Sunday, September 18, 2022

Northbound

Time	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	8	9	2	0	0	0	0	0	0	0	0	0	0	0	0	19
8:00 AM	0	0	16	28	2	0	0	0	0	0	0	0	0	0	0	0	0	46
9:00 AM	2	5	35	54	10	3	0	0	0	0	0	0	0	0	0	0	0	109
10:00 AM	0	4	66	87	6	1	0	0	0	0	0	0	0	0	0	0	0	164
11:00 AM	1	4	88	111	13	0	0	0	0	0	0	0	0	0	0	0	0	217
12:00 PM	3	18	113	134	13	1	0	0	0	0	0	0	0	0	0	0	0	282
1:00 PM	11	34	123	101	17	1	0	0	0	0	0	0	0	0	0	0	0	287
2:00 PM	6	24	134	112	15	1	0	0	0	0	0	0	0	0	0	0	0	292
3:00 PM	3	36	148	100	21	0	0	0	0	0	0	0	0	0	0	0	0	308
4:00 PM	3	33	110	130	22	1	0	0	0	0	0	0	0	0	0	0	0	299
5:00 PM	2	15	94	109	18	0	0	0	0	0	0	0	0	0	0	0	0	238
6:00 PM	1	13	84	65	13	0	0	0	0	0	0	0	0	0	0	0	0	176
7:00 PM	1	13	81	59	8	0	0	0	0	0	0	0	0	0	0	0	0	162
8:00 PM	0	13	52	44	5	0	0	0	0	0	0	0	0	0	0	0	0	114
9:00 PM	0	2	21	15	4	1	0	0	0	0	0	0	0	0	0	0	0	43
10:00 PM	0	1	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	33	215	1,186	1,171	173	9	0	0	0	0	0	0	0	0	0	0	0	2,787
Percent	1.2%	7.7%	42.6%	42.0%	6.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.8	mph	Mean (Average) Speed	19.8	mph
85th Percentile	23.3	mph	10 mph Pace	14.9 - 24.9	mph
95th Percentile	25.6	mph	Percent in Pace	85.0	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15



Sunday, September 18, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	3	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	27
7:00 AM	0	6	21	12	0	0	0	0	0	0	0	0	0	0	0	0	0	39
8:00 AM	1	5	38	32	1	0	0	0	0	0	0	0	0	0	0	0	0	77
9:00 AM	0	13	73	40	4	1	0	0	0	0	0	0	0	0	0	0	0	131
10:00 AM	0	15	127	60	2	0	0	0	0	0	0	0	0	0	0	0	0	204
11:00 AM	2	46	155	67	6	0	0	0	0	0	0	0	0	0	0	0	0	276
12:00 PM	3	46	179	64	8	0	0	0	0	0	0	0	0	0	0	0	0	300
1:00 PM	0	25	163	87	4	0	0	0	0	0	0	0	0	0	0	0	0	279
2:00 PM	2	45	170	48	5	0	0	0	0	0	0	0	0	0	0	0	0	270
3:00 PM	1	22	136	69	4	0	0	0	0	0	0	0	0	0	0	0	0	232
4:00 PM	1	20	119	44	3	0	0	1	0	0	0	0	0	0	0	0	0	188
5:00 PM	1	13	85	57	1	0	0	0	0	0	0	0	0	0	0	0	0	157
6:00 PM	0	15	77	43	1	0	0	0	0	0	0	0	0	0	0	0	0	136
7:00 PM	0	16	52	22	3	0	0	0	0	0	0	0	0	0	0	0	0	93
8:00 PM	0	4	27	15	1	0	0	0	0	0	0	0	0	0	0	0	0	47
9:00 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	11	299	1,449	673	46	1	0	1	0	0	0	0	0	0	0	0	0	2,480
Percent	0.4%	12.1%	58.4%	27.1%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.5	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.5	mph	10 mph Pace	13.0 - 23.0	mph
95th Percentile	23.4	mph	Percent in Pace	90.65	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15



Monday, September 19, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	0	3	35	48	6	0	0	0	0	0	0	0	0	0	0	0	0	92
8:00 AM	0	10	41	43	14	0	0	0	0	0	0	0	0	0	0	0	0	108
9:00 AM	0	3	43	75	10	1	0	0	0	0	0	0	0	0	0	0	0	132
10:00 AM	0	12	75	111	14	1	0	0	0	0	0	0	0	0	0	0	0	213
11:00 AM	1	25	88	130	20	1	0	0	0	0	0	1	0	0	0	0	0	266
12:00 PM	3	30	93	93	15	1	0	0	0	0	0	0	0	0	0	0	0	235
1:00 PM	5	25	106	102	18	1	0	0	0	0	0	0	0	0	0	0	0	257
2:00 PM	3	32	150	108	14	0	0	0	0	0	0	0	0	0	0	0	0	307
3:00 PM	4	36	123	101	14	2	1	0	0	0	0	0	0	0	0	0	0	281
4:00 PM	9	60	162	108	12	0	0	0	0	0	1	0	0	0	0	0	0	352
5:00 PM	7	41	159	95	17	5	0	0	0	0	0	0	0	0	0	0	0	324
6:00 PM	2	16	125	98	18	0	0	0	0	0	0	1	0	0	0	0	0	260
7:00 PM	2	24	89	70	7	0	0	0	0	0	0	0	0	0	0	0	0	192
8:00 PM	0	10	39	37	7	0	0	0	0	0	0	0	0	0	0	0	0	93
9:00 PM	0	1	30	35	4	0	0	0	0	0	0	0	0	0	0	0	0	70
10:00 PM	0	1	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	17
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	36	329	1,379	1,274	195	12	1	0	0	0	1	2	0	0	0	0	0	3,229
Percent	1.1%	10.2%	42.7%	39.5%	6.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.7	mph	Mean (Average) Speed	19.6	mph
85th Percentile	23.3	mph	10 mph Pace	14.4 - 24.4	mph
95th Percentile	25.6	mph	Percent in Pace	82.8	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15

Monday, September 19, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	2	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	4	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
6:00 AM	1	4	21	15	1	0	0	0	0	0	0	0	0	0	0	0	0	42
7:00 AM	3	4	47	38	3	0	0	0	0	0	0	0	0	0	0	0	0	95
8:00 AM	1	8	70	42	9	0	0	0	0	0	0	0	0	0	0	0	0	130
9:00 AM	0	14	85	52	6	1	0	0	0	0	0	0	0	0	0	0	0	158
10:00 AM	0	29	111	71	4	0	0	0	0	0	0	0	0	0	0	0	0	215
11:00 AM	2	21	115	89	3	0	0	0	0	0	0	0	0	0	0	0	0	230
12:00 PM	0	27	129	68	6	0	0	0	0	0	0	0	0	0	0	0	0	230
1:00 PM	1	23	138	59	6	0	0	0	0	0	0	0	0	0	0	0	0	227
2:00 PM	2	30	113	66	4	0	0	0	0	0	0	0	0	0	0	0	0	215
3:00 PM	1	16	119	73	9	0	0	0	0	0	0	0	0	0	0	0	0	218
4:00 PM	2	14	125	84	3	0	0	0	0	0	0	0	0	0	0	0	0	228
5:00 PM	0	13	93	90	7	0	0	0	0	0	0	0	0	0	0	0	0	203
6:00 PM	1	15	109	47	3	0	0	0	0	0	0	0	0	0	0	0	0	175
7:00 PM	2	10	66	31	4	0	0	0	0	0	0	0	0	0	0	0	0	113
8:00 PM	2	12	23	14	4	0	0	0	0	0	0	0	0	0	0	0	0	55
9:00 PM	0	3	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	253	1,405	858	73	1	0	0	0	0	0	0	0	0	0	0	0	2,610
Percent	0.8%	9.7%	53.8%	32.9%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.0	mph	Mean (Average) Speed	18.9	mph
85th Percentile	22.0	mph	10 mph Pace	14.0 - 24.0	mph
95th Percentile	24.2	mph	Percent in Pace	88.7	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15



Tuesday, September 20, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	2	17	17	4	0	0	0	0	0	0	0	0	0	0	0	0	40
7:00 AM	0	8	31	36	8	0	0	0	0	0	0	0	0	0	0	0	0	83
8:00 AM	0	7	60	57	10	2	0	0	0	0	0	0	0	0	0	0	0	136
9:00 AM	0	6	55	79	13	0	0	0	0	0	0	0	0	0	0	0	0	153
10:00 AM	1	6	74	77	16	1	0	0	0	0	0	0	0	0	0	0	0	175
11:00 AM	1	12	100	83	13	2	0	0	0	0	0	0	0	0	0	0	0	211
12:00 PM	0	16	108	114	16	3	0	0	0	0	0	0	0	0	0	0	0	257
1:00 PM	3	27	114	104	15	4	0	0	0	0	0	0	0	0	0	0	0	267
2:00 PM	3	26	120	85	17	1	1	0	0	0	0	0	0	0	0	0	0	253
3:00 PM	7	35	128	111	11	4	0	0	0	0	0	0	0	0	0	0	0	296
4:00 PM	8	39	123	107	17	2	0	0	0	0	0	0	0	0	0	0	0	296
5:00 PM	9	45	124	107	18	1	0	0	0	0	0	0	0	0	0	0	0	304
6:00 PM	4	21	108	80	15	4	0	0	0	0	0	0	0	0	0	0	0	232
7:00 PM	3	17	78	46	9	0	0	0	0	0	0	0	0	0	0	0	0	153
8:00 PM	0	12	56	38	5	0	0	0	0	0	0	0	0	0	0	0	0	111
9:00 PM	0	4	21	15	3	0	0	0	0	0	0	0	0	0	0	0	0	43
10:00 PM	0	0	5	10	3	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	39	284	1,325	1,170	193	24	1	0	0	0	0	0	0	0	0	0	0	3,036
Percent	1.3%	9.4%	43.6%	38.5%	6.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.7	mph	Mean (Average) Speed	19.6	mph
85th Percentile	23.3	mph	10 mph Pace	14.8 - 24.8	mph
95th Percentile	25.6	mph	Percent in Pace	82.4	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15



Tuesday, September 20, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	3	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	25
6:00 AM	2	9	27	19	1	0	0	0	0	0	0	0	0	0	0	0	0	58
7:00 AM	3	6	53	36	5	0	0	0	0	0	0	0	0	0	0	0	0	103
8:00 AM	1	25	79	54	5	0	0	0	0	0	0	0	0	0	0	0	0	164
9:00 AM	2	16	95	59	5	0	0	0	0	0	0	0	0	0	0	0	0	177
10:00 AM	0	25	105	55	6	1	0	0	0	0	0	0	0	0	0	0	0	192
11:00 AM	0	34	115	66	3	0	0	0	0	0	0	0	0	0	0	0	0	218
12:00 PM	2	26	111	50	3	0	0	0	0	0	0	0	0	0	0	0	0	192
1:00 PM	0	28	142	44	1	0	0	0	0	0	0	0	0	0	0	0	0	215
2:00 PM	1	27	125	47	2	0	0	0	0	0	0	0	0	0	0	0	0	202
3:00 PM	1	18	113	44	0	0	0	0	0	0	0	0	0	0	0	0	0	176
4:00 PM	2	30	96	58	3	0	0	0	0	0	0	0	0	0	0	0	0	189
5:00 PM	0	20	126	50	3	0	0	0	0	0	0	0	0	0	0	0	0	199
6:00 PM	1	16	97	38	4	0	0	0	0	0	0	0	0	0	0	0	0	156
7:00 PM	1	15	61	26	0	0	0	0	0	0	0	0	0	0	0	0	0	103
8:00 PM	0	4	25	15	4	0	0	0	0	0	0	0	0	0	0	0	0	48
9:00 PM	0	2	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	17	306	1,399	680	45	1	0	0	0	0	0	0	0	0	0	0	0	2,448
Percent	0.7%	12.5%	57.1%	27.8%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.3	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.7	mph	10 mph Pace	13.5 - 23.5	mph
95th Percentile	23.6	mph	Percent in Pace	87.99	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15



Wednesday, September 21, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	2	15	29	2	0	0	0	0	0	0	0	0	0	0	0	0	48
7:00 AM	0	3	41	38	7	0	0	0	0	0	0	0	0	0	0	0	0	89
8:00 AM	0	8	62	55	8	1	0	0	0	0	0	0	0	0	0	0	0	134
9:00 AM	0	10	66	63	11	1	0	0	0	0	0	0	0	0	0	0	0	151
10:00 AM	1	20	81	76	10	1	0	0	0	0	0	0	0	0	0	0	0	189
11:00 AM	2	24	102	80	11	2	0	0	0	0	0	0	0	0	0	0	0	221
12:00 PM	2	26	129	83	12	0	0	0	0	0	0	0	0	0	0	0	0	252
1:00 PM	4	30	115	102	16	1	0	0	0	0	0	0	0	0	0	0	0	268
2:00 PM	2	26	135	95	12	2	1	0	0	0	0	0	0	0	0	0	0	273
3:00 PM	14	42	120	81	13	2	0	0	0	0	0	0	0	0	0	0	0	272
4:00 PM	2	30	109	103	16	2	0	0	0	0	0	0	0	0	0	0	0	262
5:00 PM	10	68	117	84	21	1	0	0	0	0	0	0	0	0	0	0	0	301
6:00 PM	5	27	95	78	13	2	0	0	0	0	0	0	0	0	0	0	0	220
7:00 PM	0	19	77	71	10	0	0	0	0	0	0	0	0	0	0	0	0	177
8:00 PM	0	8	52	45	7	0	0	0	0	0	0	0	0	0	0	0	0	112
9:00 PM	0	4	19	20	3	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	0	4	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20
11:00 PM	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	42	351	1,354	1,117	172	15	1	0	0	0	0	0	0	0	0	0	0	3,052
Percent	1.4%	11.5%	44.4%	36.6%	5.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.3	mph	Mean (Average) Speed	19.3	mph
85th Percentile	23.0	mph	10 mph Pace	14.2 - 24.2	mph
95th Percentile	25.5	mph	Percent in Pace	81.5	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15



Wednesday, September 21, 2022

Southbound

Time	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	2	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	11	32	21	5	0	1	0	0	0	0	0	0	0	0	0	0	70
7:00 AM	4	9	55	35	2	1	0	0	0	0	0	0	0	0	0	0	0	106
8:00 AM	0	22	90	50	4	0	0	0	0	0	0	0	0	0	0	0	0	166
9:00 AM	0	20	92	46	7	0	0	0	0	0	0	0	0	0	0	0	0	165
10:00 AM	0	30	132	44	1	1	0	0	0	0	0	0	0	0	0	0	0	208
11:00 AM	1	18	126	57	2	0	0	0	0	0	0	0	0	0	0	0	0	204
12:00 PM	6	39	126	50	2	0	0	0	0	0	0	0	0	0	0	0	0	223
1:00 PM	0	36	129	55	1	0	0	0	0	0	0	0	0	0	0	0	0	221
2:00 PM	1	37	133	65	1	0	0	0	0	0	0	0	0	0	0	0	0	237
3:00 PM	0	28	111	58	2	0	0	0	0	0	0	0	0	0	0	0	0	199
4:00 PM	4	24	112	60	4	0	0	0	0	0	0	0	0	0	0	0	0	204
5:00 PM	0	21	113	53	3	0	0	0	0	0	0	0	0	0	0	0	0	190
6:00 PM	0	15	66	47	2	0	0	0	0	0	0	0	0	0	0	0	0	130
7:00 PM	0	15	40	34	4	0	0	0	0	0	0	0	0	0	0	0	0	93
8:00 PM	0	2	21	14	1	0	0	0	0	0	0	0	0	0	0	0	0	38
9:00 PM	0	1	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	334	1,409	716	43	2	1	0	0	0	0	0	0	0	0	0	0	2,521
Percent	0.6%	13.2%	55.9%	28.4%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.3	mph	Mean (Average) Speed	18.4	mph
85th Percentile	21.6	mph	10 mph Pace	13.1 - 23.1	mph
95th Percentile	23.6	mph	Percent in Pace	88.58	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15



Thursday, September 22, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	15	16	0	0	0	0	0	0	0	0	0	0	0	0	0	31
7:00 AM	0	3	41	38	7	2	0	0	0	0	0	0	0	0	0	0	0	91
8:00 AM	2	6	59	50	5	3	0	0	0	0	0	0	0	0	0	0	0	125
9:00 AM	3	14	58	49	3	0	0	0	0	0	0	0	0	0	0	0	0	127
10:00 AM	2	13	94	75	12	0	0	0	0	0	0	0	0	0	0	0	0	196
11:00 AM	1	14	97	101	12	1	0	0	0	0	0	0	0	0	0	0	0	226
12:00 PM	4	25	118	99	14	1	1	0	0	0	0	0	0	0	0	0	0	262
1:00 PM	3	21	151	101	11	1	0	0	0	0	0	0	0	0	0	0	0	288
2:00 PM	2	36	125	112	18	0	0	0	0	0	0	0	0	0	0	0	0	293
3:00 PM	4	32	111	108	10	2	1	0	0	0	0	0	0	0	0	0	0	268
4:00 PM	13	38	138	105	10	1	0	0	0	0	0	0	0	0	0	0	0	305
5:00 PM	2	49	118	92	24	3	0	0	0	0	0	0	0	0	0	0	0	288
6:00 PM	0	17	92	94	16	1	0	0	0	0	0	0	0	0	0	0	0	220
7:00 PM	9	17	91	61	14	0	0	0	0	0	0	0	0	0	0	0	0	192
8:00 PM	0	11	65	47	6	1	0	0	0	0	0	0	0	0	0	0	0	130
9:00 PM	0	6	26	27	3	1	0	0	0	0	0	0	0	0	0	0	0	63
10:00 PM	0	0	10	10	4	0	0	0	0	0	0	0	0	0	0	0	0	24
11:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	45	304	1,414	1,193	169	17	2	0	0	0	0	0	0	0	0	0	0	3,144
Percent	1.4%	9.7%	45.0%	37.9%	5.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.5	mph	Mean (Average) Speed	19.4	mph
85th Percentile	23.0	mph	10 mph Pace	14.4 - 24.4	mph
95th Percentile	25.5	mph	Percent in Pace	83.4	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15



Thursday, September 22, 2022

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	3	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	4	25	18	2	0	0	0	0	0	0	0	0	0	0	0	0	49
7:00 AM	1	11	43	36	7	0	0	0	0	0	0	0	0	0	0	0	0	98
8:00 AM	1	30	97	28	0	0	0	0	0	0	0	0	0	0	0	0	0	156
9:00 AM	2	35	92	45	5	0	0	0	0	0	0	0	0	0	0	0	0	179
10:00 AM	3	37	111	49	2	0	0	0	0	0	0	0	0	0	0	0	0	202
11:00 AM	4	34	120	58	0	0	0	0	0	0	0	0	0	0	0	0	0	216
12:00 PM	0	34	147	75	4	1	0	0	0	0	0	0	0	0	0	0	0	261
1:00 PM	2	22	123	55	3	0	0	0	0	0	0	0	0	0	0	0	0	205
2:00 PM	2	37	124	53	0	0	0	0	0	0	0	0	0	0	0	0	0	216
3:00 PM	2	19	114	58	1	1	0	0	0	0	0	0	0	0	0	0	0	195
4:00 PM	1	29	122	58	8	0	0	0	0	0	0	0	0	0	0	0	0	218
5:00 PM	0	13	88	63	4	0	0	0	0	0	0	0	0	0	0	0	0	168
6:00 PM	1	19	91	55	6	0	0	0	0	0	0	0	0	0	0	0	0	172
7:00 PM	0	9	75	28	1	0	0	0	0	0	0	0	0	0	0	0	0	113
8:00 PM	0	7	45	19	2	0	0	0	0	0	0	0	0	0	0	0	0	73
9:00 PM	1	6	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24
10:00 PM	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	21	355	1,450	716	45	2	0	0	0	0	0	0	0	0	0	0	0	2,589
Percent	0.8%	13.7%	56.0%	27.7%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.3	mph	Mean (Average) Speed	18.3	mph
85th Percentile	21.5	mph	10 mph Pace	13.2 - 23.2	mph
95th Percentile	23.4	mph	Percent in Pace	88.49	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15



Friday, September 23, 2022

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	1	10	20	4	0	0	0	0	0	0	0	0	0	0	0	0	35
7:00 AM	1	5	24	56	4	1	0	0	0	0	0	0	0	0	0	0	0	91
8:00 AM	1	7	46	41	6	1	0	0	0	0	0	0	0	0	0	0	0	102
9:00 AM	1	7	44	50	14	1	0	0	0	0	0	0	0	0	0	0	0	117
10:00 AM	4	21	75	93	16	0	0	0	0	0	0	0	0	0	0	0	0	209
11:00 AM	8	36	81	101	17	0	0	0	0	0	0	0	0	0	0	0	0	243
12:00 PM	4	27	123	126	22	5	1	0	0	0	0	0	0	0	0	0	0	308
1:00 PM	12	33	107	127	16	2	0	0	0	0	0	0	0	0	0	0	0	297
2:00 PM	7	44	108	106	21	0	0	0	0	0	0	0	0	0	0	0	0	286
3:00 PM	18	62	138	80	17	0	0	0	0	0	0	0	0	0	0	0	0	315
4:00 PM	15	40	144	102	20	0	0	0	0	0	0	0	0	0	0	0	0	321
5:00 PM	4	39	130	119	21	2	0	0	0	0	0	0	0	0	0	0	0	315
6:00 PM	0	35	129	104	11	0	0	0	0	0	0	0	0	0	0	0	0	279
7:00 PM	1	22	86	74	8	1	0	0	0	0	0	0	0	0	0	0	0	192
8:00 PM	0	10	65	61	5	1	0	0	0	0	0	0	0	0	0	0	0	142
9:00 PM	0	5	37	33	9	1	0	0	0	0	0	0	0	0	0	0	0	85
10:00 PM	0	2	14	17	3	1	0	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	76	397	1,365	1,318	215	16	1	0	0	0	0	0	0	0	0	0	0	3,388
Percent	2.2%	11.7%	40.3%	38.9%	6.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.6	mph	Mean (Average) Speed	19.3	mph
85th Percentile	23.3	mph	10 mph Pace	14.2 - 24.2	mph
95th Percentile	25.6	mph	Percent in Pace	79.3	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15



Friday, September 23, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	4	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	25
6:00 AM	1	8	37	21	2	0	0	0	0	0	0	0	0	0	0	0	0	69
7:00 AM	1	1	46	30	0	1	0	0	0	0	0	0	0	0	0	0	0	79
8:00 AM	1	11	61	51	0	0	0	0	0	0	0	0	0	0	0	0	0	124
9:00 AM	2	10	90	52	2	0	0	0	0	0	0	0	0	0	0	0	0	156
10:00 AM	5	31	141	57	7	0	0	0	0	0	0	0	0	0	0	0	0	241
11:00 AM	0	31	141	62	3	0	0	0	0	0	0	0	0	0	0	0	0	237
12:00 PM	7	44	132	50	5	0	0	0	0	0	0	0	0	0	0	0	0	238
1:00 PM	5	21	143	70	2	1	0	0	0	0	0	0	0	0	0	0	0	242
2:00 PM	4	41	151	45	3	0	0	0	0	0	0	0	0	0	0	0	0	244
3:00 PM	0	18	119	77	6	0	0	0	0	0	0	0	0	0	0	0	0	220
4:00 PM	0	16	110	79	6	0	0	0	0	0	0	0	0	0	0	0	0	211
5:00 PM	4	18	124	63	4	1	0	0	0	0	0	0	0	0	0	0	0	214
6:00 PM	2	20	112	51	2	0	0	0	0	0	0	0	0	0	0	0	0	187
7:00 PM	0	19	77	29	1	0	0	0	0	0	0	0	0	0	0	0	0	126
8:00 PM	0	6	23	20	1	0	0	0	0	0	0	0	0	0	0	0	0	50
9:00 PM	1	9	12	13	2	0	0	0	0	0	0	0	0	0	0	0	0	37
10:00 PM	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	33	309	1,544	791	48	4	0	0	0	0	0	0	0	0	0	0	0	2,729
Percent	1.2%	11.3%	56.6%	29.0%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.6	mph	Mean (Average) Speed	18.5	mph
85th Percentile	21.6	mph	10 mph Pace	13.9 - 23.9	mph
95th Percentile	23.6	mph	Percent in Pace	89.01	%

Location: W Meadows Dr S/O Midland Ave
Date Range: 9/17/2022 to 9/23/2022
Site Code: 15

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	1	10	15	2	0	0	0	0	0	0	0	0	0	0	0	0	28
7:00 AM	0	3	28	36	5	0	0	0	0	0	0	0	0	0	0	0	0	72
8:00 AM	0	6	46	46	8	1	0	0	0	0	0	0	0	0	0	0	0	107
9:00 AM	1	7	51	62	11	1	0	0	0	0	0	0	0	0	0	0	0	133
10:00 AM	2	14	78	87	13	1	0	0	0	0	0	0	0	0	0	0	0	195
11:00 AM	2	20	96	105	15	1	0	0	0	0	0	0	0	0	0	0	0	239
12:00 PM	3	24	120	109	16	2	0	0	0	0	0	0	0	0	0	0	0	274
1:00 PM	6	31	123	110	16	1	0	0	0	0	0	0	0	0	0	0	0	287
2:00 PM	5	30	129	108	16	1	0	0	0	0	0	0	0	0	0	0	0	289
3:00 PM	8	41	130	99	16	2	0	0	0	0	0	0	0	0	0	0	0	296
4:00 PM	8	39	129	109	17	1	0	0	0	0	0	0	0	0	0	0	0	303
5:00 PM	5	39	119	105	20	2	0	0	0	0	0	0	0	0	0	0	0	290
6:00 PM	3	21	104	85	14	1	0	0	0	0	0	0	0	0	0	0	0	228
7:00 PM	2	18	84	66	10	0	0	0	0	0	0	0	0	0	0	0	0	180
8:00 PM	0	10	56	46	6	0	0	0	0	0	0	0	0	0	0	0	0	118
9:00 PM	0	4	27	26	5	0	0	0	0	0	0	0	0	0	0	0	0	62
10:00 PM	0	1	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	22
11:00 PM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	45	309	1,346	1,230	193	14	0	0	0	0	0	0	0	0	0	0	0	3,137
Percent	1.4%	9.9%	42.9%	39.2%	6.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	19.6	mph	Mean (Average) Speed	19.5	mph
85th Percentile	23.3	mph	10 mph Pace	14.4 - 24.4	mph
95th Percentile	25.6	mph	Percent in Pace	82.1	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 to 9/23/2022
 Site Code: 15



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	3	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18
6:00 AM	1	6	25	16	2	0	0	0	0	0	0	0	0	0	0	0	0	50
7:00 AM	2	7	43	30	3	0	0	0	0	0	0	0	0	0	0	0	0	85
8:00 AM	1	16	71	44	3	0	0	0	0	0	0	0	0	0	0	0	0	135
9:00 AM	1	18	90	49	5	0	0	0	0	0	0	0	0	0	0	0	0	163
10:00 AM	1	27	124	58	4	0	0	0	0	0	0	0	0	0	0	0	0	214
11:00 AM	1	34	135	66	2	0	0	0	0	0	0	0	0	0	0	0	0	238
12:00 PM	3	36	145	62	5	0	0	0	0	0	0	0	0	0	0	0	0	251
1:00 PM	1	29	144	64	3	0	0	0	0	0	0	0	0	0	0	0	0	241
2:00 PM	2	36	139	56	3	0	0	0	0	0	0	0	0	0	0	0	0	236
3:00 PM	1	21	120	63	4	0	0	0	0	0	0	0	0	0	0	0	0	209
4:00 PM	2	22	115	65	4	0	0	0	0	0	0	0	0	0	0	0	0	208
5:00 PM	1	16	104	63	5	0	0	0	0	0	0	0	0	0	0	0	0	189
6:00 PM	1	17	93	46	3	0	0	0	0	0	0	0	0	0	0	0	0	160
7:00 PM	0	14	62	29	2	0	0	0	0	0	0	0	0	0	0	0	0	107
8:00 PM	0	6	28	17	2	0	0	0	0	0	0	0	0	0	0	0	0	53
9:00 PM	0	5	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	18	315	1,468	747	51	0	0	0	0	0	0	0	0	0	0	0	0	2,599
Percent	0.7%	12.1%	56.5%	28.7%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	18.5	mph	Mean (Average) Speed	18.5	mph
85th Percentile	21.6	mph	10 mph Pace	13.5 - 23.5	mph
95th Percentile	23.6	mph	Percent in Pace	88.8	%

Location: W Meadows Dr S/O Midland Ave
 Date Range: 9/17/2022 - 9/23/2022
 Site Code: 15

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average		
	9/17/2022			9/18/2022			9/19/2022			9/20/2022			9/21/2022			9/22/2022			9/23/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	3	8	2	1	3	3	2	5	1	0	1	2	0	2	1	1	2	3	0	3	1	0	2
1:00 AM	1	1	2	2	2	4	0	3	3	0	0	0	2	0	2	3	0	3	1	2	3	2	0	2
2:00 AM	4	2	6	2	0	2	1	1	2	1	0	1	1	0	1	1	0	1	1	1	2	1	0	1
3:00 AM	1	7	8	2	3	5	1	7	8	0	4	4	1	5	6	1	7	8	0	7	7	1	5	6
4:00 AM	3	3	6	0	4	4	0	11	11	1	9	10	1	10	11	2	9	11	1	7	8	1	9	11
5:00 AM	2	11	13	1	4	5	2	21	23	2	25	27	2	22	24	1	19	20	1	25	26	2	22	24
6:00 AM	21	34	55	3	27	30	22	42	64	40	58	98	48	70	118	31	49	80	35	69	104	40	59	99
7:00 AM	41	67	108	19	39	58	92	95	187	83	103	186	89	106	195	91	98	189	91	79	170	88	102	190
8:00 AM	98	126	224	46	77	123	108	130	238	136	164	300	134	166	300	125	156	281	102	124	226	132	162	294
9:00 AM	145	174	319	109	131	240	132	158	290	153	177	330	151	165	316	127	179	306	117	156	273	144	174	317
10:00 AM	207	238	445	164	204	368	213	215	428	175	192	367	189	208	397	196	202	398	209	241	450	187	201	387
11:00 AM	290	290	580	217	276	493	266	230	496	211	218	429	221	204	425	226	216	442	243	237	480	219	213	432
12:00 PM	320	312	632	282	300	582	235	230	465	257	192	449	252	223	475	262	261	523	308	238	546	257	225	482
1:00 PM	347	305	652	287	279	566	257	227	484	267	215	482	268	221	489	288	205	493	297	242	539	274	214	488
2:00 PM	328	266	594	292	270	562	307	215	522	253	202	455	273	237	510	293	216	509	286	244	530	273	218	491
3:00 PM	338	220	558	308	232	540	281	218	499	296	176	472	272	199	471	268	195	463	315	220	535	279	190	469
4:00 PM	285	214	499	299	188	487	352	228	580	296	189	485	262	204	466	305	218	523	321	211	532	288	204	491
5:00 PM	266	196	462	238	157	395	324	203	527	304	199	503	301	190	491	288	168	456	315	214	529	298	186	483
6:00 PM	208	166	374	176	136	312	260	175	435	232	156	388	220	130	350	220	172	392	279	187	466	224	153	377
7:00 PM	193	105	298	162	93	255	192	113	305	153	103	256	177	93	270	192	113	305	192	126	318	174	103	277
8:00 PM	123	57	180	114	47	161	93	55	148	111	48	159	112	38	150	130	73	203	142	50	192	118	53	171
9:00 PM	86	33	119	43	6	49	70	28	98	43	13	56	46	22	68	63	24	87	85	37	122	51	20	70
10:00 PM	27	5	32	14	2	16	17	3	20	18	4	22	20	8	28	24	5	29	37	10	47	21	6	26
11:00 PM	5	2	7	5	2	7	1	0	1	3	1	4	8	0	8	6	3	9	7	2	9	6	1	7
Total	3,344	2,837	6,181	2,787	2,480	5,267	3,229	2,610	5,839	3,036	2,448	5,484	3,052	2,521	5,573	3,144	2,589	5,733	3,388	2,729	6,117	3,077	2,519	5,597
Percent	54%	46%	-	53%	47%	-	55%	45%	-	55%	45%	-	55%	45%	-	55%	45%	-	55%	45%	-	55%	45%	-

1. Mid-week average includes data between Tuesday and Thursday.

Meadows Master Traffic Study: CDOT Traffic Projections

ROUTE	REFPT	ENDREFPT	AADT	AADTYR	YR20FACTOR	Annual Growth	DHV	LOCATION
082A	0	0.016	29,000	2021	1.2	0.92%	9	ON SH 82 SW/O I-70
082A	0.016	0.116	24,000	2021	1.16	0.74%	10	ON SH 82 SW/O SH 6 (6TH ST)
082A	0.116	1.405	27,000	2019	1.18	0.83%	9	ON SH 82 6TH ST E/O SH 6 (6TH ST)
006K	0	0.338	11,000	2021	1.15	0.70%	9.5	ON SH 6 WEST ST W/O SH 82

Average: 0.80%

APPENDIX B

Trip Generation Worksheets

Project Glenwood Meadows (130 Midland) - Zone 1
 Subject Trip Generation for Strip Retail Plaza (<40k)
 Designed by MAG Date November 07, 2022 Job No. 096798001
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Strip Retail Plaza (<40k) (822)

Independent Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 9,000 Square Feet

X = 9.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (800 Series Page 230)

Average Weekday	Directional Distribution:	60% ent.	40% exit.
T = 2.36 * (X)	T = 21	Average Vehicle Trip Ends	
T = 2.36 * 9	13 entering	8 exiting	
	13 + 8 = 21		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (800 Series page 231)

Average Weekday	Directional Distribution:	50% ent.	50% exit.
T = 6.59 * (X)	T = 59	Average Vehicle Trip Ends	
T = 6.59 * 9	29 entering	30 exiting	
	29 + 30 = 59		

Weekday (800 Series page 229)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 54.45 * (X)	T = 490	Average Vehicle Trip Ends
T = 54.45 * 9	245 entering	245 exiting
	245 + 245 = 490	

Non Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

AM Peak Hour = 60% Non-Pass By	PM Peak Hour = 60% Non-Pass By
IN Out Total	Pass-By Rates from ITE 821
AM Peak 8 5 13	PM Peak Hour Rate Applied to AM Peak Hour
PM Peak 17 18 36	
Daily 147 147 294	PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

AM Peak Hour = 40% Pass By	PM Peak Hour = 40% Pass By
IN Out Total	PM Peak Hour Rate Applied to AM Peak Hour
AM Peak 5 3 9	
PM Peak 12 12 24	
Daily 98 98 196	PM Peak Hour Rate Applied to Daily

Project Glenwood Meadows (130 Midland) - Zone 1
 Subject Trip Generation for Fast Casual Restaurant
 Designed by MAG Date November 07, 2022 Job No. 096798001
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rates

Land Use Code - Fast Casual Restaurant (930)

Independant Variable - 1000 Square Feet (X)

SF = 5,000

X = 5.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 640)

(Note: Small Sample Size < 5)

(T) = 1.43 (X)		Directional Distribution:	50% ent.	50% exit.
(T) = 1.43 *	(5.0)	T = 7	Average Vehicle Trip Ends	
		4 entering	4 exiting	
		4 + 3 = 7		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 641)

(T) = 12.55 (X)		Directional Distribution:	55% ent.	45% exit.
(T) = 12.55 *	(5.0)	T = 63	Average Vehicle Trip Ends	
		35 entering	28 exiting	
		35 + 28 = 63		

Weekday (900 Series Page 639)

(Note: Small Sample Size < 5)

(T) = 97.14 (X)		Directional Distribution:	50% ent.	50% exit.
(T) = 97.14 *	(5.0)	T = 486	Average Vehicle Trip Ends	
		243 entering	243 exiting	
		243 + 243 = 486		

Project Glenwood Meadows (Lot 14) - Zone 2
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by MAG Date November 07, 2022 Job No. 096798001
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independent Variable - Dwelling Units (X)

$$X = 550$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 275)

Average Weekday	Directional Distribution:	23% ent.	77% exit.
(T) = 0.37 (X)	T = 204	Average Vehicle Trip Ends	
(T) = 0.37 * (550.0)	47 entering	157 exiting	
	47 + 157 = 204		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 276)

Average Weekday	Directional Distribution:	61% ent.	39% exit.
(T) = 0.39(X)	T = 215	Average Vehicle Trip Ends	
(T) = 0.39 * (550.0)	131 entering	84 exiting	
	131 + 84 = 215		

Weekday (200 Series Page 274)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
(T) = 4.54 (X)	T = 2498	Average Vehicle Trip Ends
(T) = 4.54 * (550.0)	1249 entering	1249 exiting
	1249 + 1249 = 2498	

Project Glenwood Meadows (Lot 10C) - Zone 2
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by MAG Date November 07, 2022 Job No. 096798001
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independent Variable - Dwelling Units (X)

$$X = 280$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 275)

Average Weekday	Directional Distribution:	23% ent.	77% exit.
(T) = 0.37 (X)	T = 104	Average Vehicle Trip Ends	
(T) = 0.37 * (280.0)	24 entering	80 exiting	
	24 + 80 = 104		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 276)

Average Weekday	Directional Distribution:	61% ent.	39% exit.
(T) = 0.39(X)	T = 109	Average Vehicle Trip Ends	
(T) = 0.39 * (280.0)	66 entering	43 exiting	
	66 + 43 = 109		

Weekday (200 Series Page 274)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
(T) = 4.54 (X)	T = 1272	Average Vehicle Trip Ends
(T) = 4.54 * (280.0)	636 entering	636 exiting
	636 + 636 = 1272	

Project Lofts at Red Mountain - Phase IV
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by MAG Date February 23, 2021 Job No. 196157000
 Checked by _____ Date _____ Sheet No. 1 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independant Variable - Dwelling Units (X)

$$X = 36$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

$\ln(T) = 0.98 \ln(X) - 0.98$ $\ln(T) = 0.98 * \ln(36.0) - 0.98$	Directional Distribution: 26% ent. 74% exit. T = 13 Average Vehicle Trip Ends 3 entering 10 exiting 3 + 10 = 13
--	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$ $\ln(T) = 0.96 * \ln(36.0) - 0.63$	Directional Distribution: 61% ent. 39% exit. T = 17 Average Vehicle Trip Ends 10 entering 7 exiting 10 + 7 = 17
--	--

Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$ $(T) = 5.45 * 36 - 1.75$	Directional Distribution: 50% ent. 50% exit. T = 196 Average Vehicle Trip Ends 98 entering 98 exiting 98 + 98 = 196
--	--

Peak Hour of Generator, Saturday (Series 200 Page 79)

$(T) = 0.42*(X) + 6.73$ $(T) = 0.42 * 36 + 6.73$	Directional Distribution: 49% ent. 51% exit. T = 22 Average Vehicle Trip Ends 11 entering 11 exiting 11 + 11 = 22
--	--

Project Lofts at Red Mountain - Phase IV
 Subject Trip Generation for Fast Casual Restaurant
 Designed by MAG Date February 23, 2021 Job No. 196157000
 Checked by _____ Date _____ Sheet No. 2 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Fast Casual Restaurant (930)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 5,950 Square Feet

X = 5.950

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 62)

Average Weekday	Directional Distribution:	67% ent.	33% exit.
T = 2.07 (X)	T = 12	Average Vehicle Trip Ends	
T = 2.07 * 5.950	8 entering	4	exiting
	8 + 4 =	12	

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 63)

Average Weekday	Directional Distribution:	55% ent.	45% exit.
T = 14.13(X)	T = 84	Average Vehicle Trip Ends	
T = 14.13 * 5.950	46 entering	38	exiting
	46 + 38 =	84	

Weekday (900 Series Page 61)

Average Weekday	Directional Distribution:	50% entering,	50% exiting
T = 315.17 (X)	T = 1876	Average Vehicle Trip Ends	
T = 315.17 * 5.950	938 entering	938	exiting
	938 + 938 =	1876	

Saturday Peak Hour of Generator (900 Series Page 67)

	Directional Distribution:	55% ent.	45% exit.
T = 34.02 (X)	T = 202	Average Vehicle Trip Ends	
T = 34.02 * 5.950	111 entering	91	exiting
	111 + 91 =	202	

Project Glenwood Meadows (Market Street) - Zone 3
 Subject Trip Generation for Strip Retail Plaza (<40k)
 Designed by MAG Date November 07, 2022 Job No. 096798001
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Strip Retail Plaza (<40k) (822)

Independent Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 9,000 Square Feet

X = 9.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (800 Series Page 230)

Average Weekday	Directional Distribution:	60% ent.	40% exit.
T = 2.36 * (X)	T = 21	Average Vehicle Trip Ends	
T = 2.36 * 9	13 entering	8 exiting	
	13 + 8 = 21		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (800 Series page 231)

Average Weekday	Directional Distribution:	50% ent.	50% exit.
T = 6.59 * (X)	T = 59	Average Vehicle Trip Ends	
T = 6.59 * 9	29 entering	30 exiting	
	29 + 30 = 59		

Weekday (800 Series page 229)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 54.45 * (X)	T = 490	Average Vehicle Trip Ends
T = 54.45 * 9	245 entering	245 exiting
	245 + 245 = 490	

Non Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

AM Peak Hour = 60% Non-Pass By	PM Peak Hour = 60% Non-Pass By
IN Out Total	Pass-By Rates from ITE 821
AM Peak 8 5 13	PM Peak Hour Rate Applied to AM Peak Hour
PM Peak 17 18 36	
Daily 147 147 294	PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

AM Peak Hour = 40% Pass By	PM Peak Hour = 40% Pass By
IN Out Total	PM Peak Hour Rate Applied to AM Peak Hour
AM Peak 5 3 9	
PM Peak 12 12 24	
Daily 98 98 196	PM Peak Hour Rate Applied to Daily

Project Glenwood Meadows (Flat Tops View Drive) - Zone 4
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by MAG Date November 07, 2022 Job No. 096798001
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independent Variable - Dwelling Units (X)

$$X = 510$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 275)

Average Weekday	Directional Distribution:	23% ent.	77% exit.
(T) = 0.37 (X)	T = 189	Average Vehicle Trip Ends	
(T) = 0.37 * (510.0)	43 entering	146	exiting
	43 + 146 = 189		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 276)

Average Weekday	Directional Distribution:	61% ent.	39% exit.
(T) = 0.39(X)	T = 199	Average Vehicle Trip Ends	
(T) = 0.39 * (510.0)	121 entering	78	exiting
	121 + 78 = 199		

Weekday (200 Series Page 274)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
(T) = 4.54 (X)	T = 2316	Average Vehicle Trip Ends
(T) = 4.54 * (510.0)	1158 entering	1158 exiting
	1158 + 1158 = 2316	

Project Glenwood Meadows (Kind Castle) - Zone 4

Subject Trip Generation for Marijuana Dispensary

Designed by MAG

Date November 07, 2022

Job No. 096798001

Checked by _____

Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Marijuana Dispensary (882)

Independant Variable - 1000 Sq. Feet Gross Floor Area (X)

SF= 4504

X = 4.504

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page Series 800 Page 541)

Average Weekday

T = 10.54 (X)

(T) = 10.54* (4.5)

Directional Distribution: 52% ent. 48% exit.

T = 47 Average Vehicle Trip Ends

24 entering 23 exiting

24 + 23 = 47

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 800 page 542)

Average Weekday

T = 18.92 (X)

(T) = 18.92 * (4.5)

Directional Distribution: 50% ent. 50% exit.

T = 85 Average Vehicle Trip Ends

43 entering 43 exiting

43 + 43 = not ok

Weekday (Series 800 page 540)

Average Weekday

T = 211.12 (X)

(T) = 211.12 * (4.5)

Directional Distribution: 50% entering, 50% exiting

T = 950 Average Vehicle Trip Ends

475 entering 475 exiting

475 + 475 = 950

2. Preparer Qualifications

I certify that this TRAFFIC ANALYSIS has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

Jill Palmer
Shrewsberry & Associates, LLC



Eric Rolle, PE
Colorado PE 46126
Shrewsberry & Associates, LLC



4. Trip Generation, Distribution, and Assignment

As part of the expansion, traffic from various on-site sources is expected to increase as well. The Feasibility Study⁵ provides the following information regarding additional traffic generated by the facility.

- Bus traffic will be expanded from 45 to 60 operating buses during the winter peak season.
- Bus drivers will also increase from 45 to 60 per day.
- Maintenance staff will increase from 21 to 28.
- Between the on-site parking garage and the park and ride lot on Wulfsohn Road, parking for the public will increase from 85 spaces to 324 spaces combined.
- The quantity of administrative staff will remain at the same levels as today.

4.1 Trip Generation

For the increased bus traffic, the Feasibility Study⁵ offers precise numbers for trip generation. During the peak hours of the facility, expansion to 60 operating buses translates to four additional buses exiting the facility in the morning and three additional buses entering the facility in the evening.

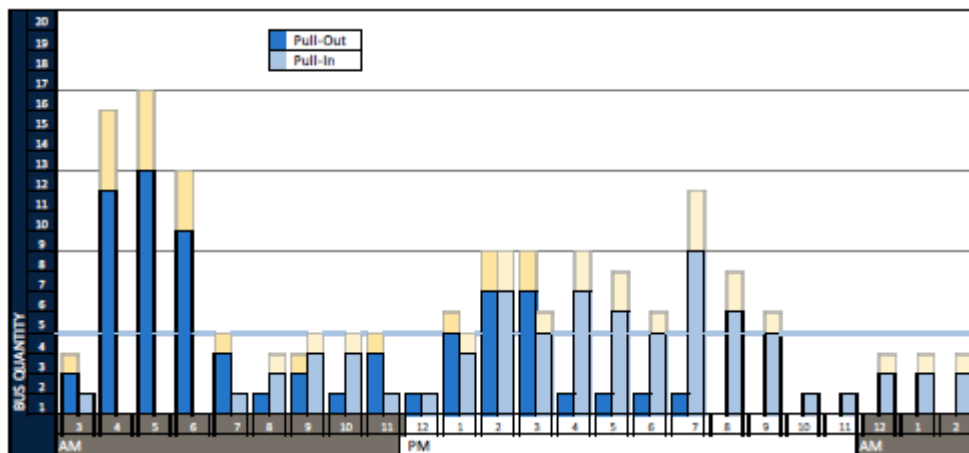


Figure 2. Proportionally Expanded 60-Bus Pull-in and Pull-out Schedule (Feasibility Study Figure 3.12)

The maintenance staff expansion was based on current shift times, assuming three new staff on the 8:00 AM to 4:00 PM shift and two each on the second and third shifts.

For the public parking expansion, Trip Generation⁶ was used to calculate the increase traffic from the public. While the site design is underway, the determination has not been made exactly how many parking spaces will be provided on the maintenance facility site, below the bus garage, and how many will be constructed at the existing park and ride facility that is across from the maintenance facility on

⁵ Regional Transit Center (RTC) Glenwood Springs, Colorado Feasibility Study. Shrewsberry with Iron Horse Architects, November 16, 2016.

⁶ Trip Generation, 10th Edition, Institute of Transportation Engineers, 2016.

Wulfsohn Road. Traffic from both the garage and park and ride lot will impact the intersection of Wulfsohn Road and Midland Avenue in the same way.

Trip Generation⁶ equations for Land Use #90, Park and Ride Lot, were used to calculate the net increase in traffic. First, the trips generated by the existing 85-space facility were calculated. Then trips by the expanded 324-space facility were calculated. The difference between the two is the net increase in traffic caused by the expansion. This net increase results in 202 trip ends in the morning peak of the facility (170 entering, 32 exiting) and 105 trip ends in the evening peak of the facility (26 entering, 79 exiting). Trip generation calculations are shown in Appendix A.

4.2 Trip Distribution

The trips were distributed to area roadways using a different methodology for each source of traffic, using information provided by RFTA where available. Calculations are shown in Appendix A.

The current bus routing has some buses traveling west to Midland Avenue (resulting in northbound left turns), while others travel south on Wulfsohn Road (exiting the study area). Buses return using this route in the opposite direction (resulting in Midland Avenue eastbound right turns). One route has buses traveling eastbound Midland Avenue past Wulfsohn Road (resulting in eastbound through traffic).

For the traffic study, it was assumed that all additional buses will travel west on Midland Avenue and return in the opposite direction (resulting in northbound left turns and eastbound right turns at the study intersection). This assumption neglects those buses traveling south on Wulfsohn Road, which do not impact the study intersection of Midland Avenue and Wulfsohn Road. Therefore, this conservative distribution results in a worst-case traffic scenario.

Public traffic was distributed based on the location of population centers and proximity to other park and ride lots. Using this assumption, 90% of traffic was distributed to and from Midland Avenue west of Wulfsohn Road. The remaining 10% of traffic was distributed to Wulfsohn Road, not impacting the study intersection.

4.3 Trip Assignment

The additional bus and public trips were assigned to the study intersection according to the trip distribution methodology. Calculations of trip assignment are shown in Appendix A. The new trips were added to existing traffic before proceeding with the capacity analysis.



Project Glenwood Meadows - 8th & Cowdin
 Subject Trip Generation for Affordable Housing (Income Limits)
 Designed by MAG Date November 17, 2022 Job No. 096798001
 Checked by _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Affordable Housing (Income Limits) (ITE 223)

Independant Variable - Dwelling Units (X)

$$X = 8$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 342)

Average Weekday

$$T = 0.36 (X)$$

$$T = 0.36 * 8$$

Directional Distribution: 29% ent. 71% exit.

T = 3 Average Vehicle Trip Ends

1 entering 2 exiting

$$1 + 2 = 3$$

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Page 343)

Average Weekday

$$(T) = 0.46 (X)$$

$$T = 0.46 * 8$$

Directional Distribution: 59% ent. 41% exit.

T = 4 Average Vehicle Trip Ends

2 entering 2 exiting

$$2 + 2 = 4$$

Weekday (Page 341)

Average Weekday

$$(T) = 4.81 (X)$$

$$T = 4.81 * 8$$

Directional Distribution: 50% ent. 50% exit.

T = 40 Average Vehicle Trip Ends

20 entering 20 exiting

$$20 + 20 = 40$$

APPENDIX C

Intersection Analysis Worksheets

Existing Geometry and Control LOS

Recommended geometry and Control LOS

Existing Geometry and Control LOS

MOVEMENT SUMMARY

 Site: 1 [2022 Existing AM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	145	5.5	165	5.5	0.149	4.6	LOS A	0.6	15.3	0.29	0.17	0.29	32.5
3	L2	155	5.5	176	5.5	0.547	9.4	LOS A	3.4	88.1	0.44	0.29	0.44	32.1
8	T1	76	5.5	86	5.5	0.547	9.4	LOS A	3.4	88.1	0.44	0.29	0.44	32.1
18	R2	336	5.5	382	5.5	0.547	9.4	LOS A	3.4	88.1	0.44	0.29	0.44	31.1
Approach		712	5.5	809	5.5	0.547	8.4	LOS A	3.4	88.1	0.41	0.26	0.41	31.7
SouthEast: I-70 Off Ramp														
3bx	L3	154	4.4	175	4.4	0.304	10.5	LOS B	1.1	29.7	0.66	0.69	0.75	30.1
3x	L2	3	4.4	3	4.4	0.149	9.0	LOS A	0.5	13.0	0.64	0.64	0.64	31.6
3ax	L1	48	4.4	55	4.4	0.149	9.0	LOS A	0.5	13.0	0.64	0.64	0.64	31.3
18ax	R1	16	4.4	18	4.4	0.149	9.0	LOS A	0.5	13.0	0.64	0.64	0.64	31.3
18bx	R3	5	4.4	6	4.4	0.004	2.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach		226	4.4	257	4.4	0.304	9.9	LOS A	1.1	29.7	0.64	0.66	0.70	30.6
East: Highway 6														
1	L2	202	6.0	230	6.0	0.316	8.8	LOS A	1.2	31.9	0.61	0.62	0.63	30.8
1a	L1	36	6.0	41	6.0	0.170	7.5	LOS A	0.6	15.7	0.58	0.58	0.58	32.7
6	T1	51	6.0	58	6.0	0.170	7.5	LOS A	0.6	15.7	0.58	0.58	0.58	33.1
16	R2	11	6.0	13	6.0	0.170	7.5	LOS A	0.6	15.7	0.58	0.58	0.58	32.1
Approach		300	6.0	341	6.0	0.316	8.4	LOS A	1.2	31.9	0.60	0.61	0.61	31.4
North: Mel Rey Rd														
7	L2	26	3.6	30	3.6	0.259	9.2	LOS A	0.9	23.8	0.64	0.64	0.64	32.6
4	T1	77	3.6	88	3.6	0.259	9.2	LOS A	0.9	23.8	0.64	0.64	0.64	32.6
14a	R1	30	3.6	34	3.6	0.259	9.2	LOS A	0.9	23.8	0.64	0.64	0.64	32.3
14	R2	6	3.6	7	3.6	0.259	9.2	LOS A	0.9	23.8	0.64	0.64	0.64	31.7
Approach		139	3.6	158	3.6	0.259	9.2	LOS A	0.9	23.8	0.64	0.64	0.64	32.5
West: Highway 6														
5	L2	7	6.1	8	6.1	0.476	12.4	LOS B	2.5	66.4	0.69	0.80	1.04	31.3
2	T1	98	6.1	111	6.1	0.476	12.4	LOS B	2.5	66.4	0.69	0.80	1.04	31.3
12	R2	178	6.1	202	6.1	0.476	12.4	LOS B	2.5	66.4	0.69	0.80	1.04	30.4
12b	R3	45	6.1	51	6.1	0.084	6.9	LOS A	0.3	7.3	0.58	0.57	0.58	32.4
Approach		328	6.1	373	6.1	0.476	11.7	LOS B	2.5	66.4	0.68	0.77	0.98	31.0
All Vehicles		1705	5.4	1938	5.4	0.547	9.3	LOS A	3.4	88.1	0.54	0.51	0.61	31.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2022 Existing PM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	403	2.9	443	2.9	0.394	7.2	LOS A	2.1	53.1	0.39	0.26	0.39	31.4
3	L2	264	2.9	290	2.9	0.559	9.5	LOS A	3.7	93.4	0.47	0.32	0.47	31.8
8	T1	77	2.9	85	2.9	0.559	9.5	LOS A	3.7	93.4	0.47	0.32	0.47	31.7
18	R2	268	2.9	295	2.9	0.559	9.5	LOS A	3.7	93.4	0.47	0.32	0.47	30.8
Approach		1012	2.9	1112	2.9	0.559	8.6	LOS A	3.7	93.4	0.44	0.29	0.44	31.4
SouthEast: I-70 Off Ramp														
3bx	L3	73	2.0	80	2.0	0.208	12.5	LOS B	0.7	17.6	0.75	0.75	0.75	29.4
3x	L2	2	2.0	2	2.0	0.208	12.5	LOS B	0.7	17.6	0.75	0.75	0.75	29.1
3ax	L1	68	2.0	75	2.0	0.255	11.8	LOS B	0.9	22.4	0.73	0.74	0.77	30.4
18ax	R1	38	2.0	42	2.0	0.255	11.8	LOS B	0.9	22.4	0.73	0.74	0.77	30.4
18bx	R3	3	2.0	3	2.0	0.002	2.6	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		184	2.0	202	2.0	0.255	12.0	LOS B	0.9	22.4	0.73	0.73	0.75	30.1
East: Highway 6														
1	L2	157	2.0	173	2.0	0.426	14.5	LOS B	2.0	49.6	0.74	0.83	1.05	28.8
1a	L1	139	2.0	153	2.0	0.426	13.5	LOS B	2.0	50.1	0.72	0.81	1.02	29.7
6	T1	108	2.0	119	2.0	0.426	13.1	LOS B	2.0	50.1	0.71	0.80	1.01	30.5
16	R2	11	2.0	12	2.0	0.426	13.1	LOS B	2.0	50.1	0.71	0.80	1.01	29.6
Approach		415	2.0	456	2.0	0.426	13.7	LOS B	2.0	50.1	0.72	0.81	1.03	29.5
North: Mel Rey Rd														
7	L2	24	2.8	26	2.8	0.450	17.2	LOS C	1.9	49.1	0.80	0.90	1.18	29.4
4	T1	59	2.8	65	2.8	0.450	17.2	LOS C	1.9	49.1	0.80	0.90	1.18	29.4
14a	R1	74	2.8	81	2.8	0.450	17.2	LOS C	1.9	49.1	0.80	0.90	1.18	29.1
14	R2	20	2.8	22	2.8	0.450	17.2	LOS C	1.9	49.1	0.80	0.90	1.18	28.6
Approach		177	2.8	195	2.8	0.450	17.2	LOS C	1.9	49.1	0.80	0.90	1.18	29.2
West: Highway 6														
5	L2	8	3.7	9	3.7	0.536	16.3	LOS C	2.9	74.3	0.75	0.90	1.25	29.8
2	T1	115	3.7	126	3.7	0.536	16.3	LOS C	2.9	74.3	0.75	0.90	1.25	29.8
12	R2	151	3.7	166	3.7	0.536	16.3	LOS C	2.9	74.3	0.75	0.90	1.25	29.0
12b	R3	163	3.7	179	3.7	0.361	13.1	LOS B	1.5	38.4	0.71	0.77	0.92	29.7
Approach		437	3.7	480	3.7	0.536	15.1	LOS C	2.9	74.3	0.74	0.85	1.12	29.5
All Vehicles		2225	2.8	2445	2.8	0.559	11.8	LOS B	3.7	93.4	0.60	0.58	0.77	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2030 Total AM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	243	5.5	276	5.5	0.259	5.9	LOS A	1.1	29.3	0.36	0.25	0.36	31.9
3	L2	186	5.5	211	5.5	0.704	13.8	LOS B	9.6	249.8	0.63	0.60	0.88	30.3
8	T1	145	5.5	165	5.5	0.704	13.8	LOS B	9.6	249.8	0.63	0.60	0.88	30.2
18	R2	373	5.5	424	5.5	0.704	13.8	LOS B	9.6	249.8	0.63	0.60	0.88	29.4
Approach		947	5.5	1076	5.5	0.704	11.8	LOS B	9.6	249.8	0.56	0.51	0.75	30.3
SouthEast: I-70 Off Ramp														
3bx	L3	230	4.4	261	4.4	0.597	22.7	LOS C	3.1	79.1	0.83	1.01	1.49	26.1
3x	L2	3	4.4	3	4.4	0.234	13.5	LOS B	0.8	19.8	0.76	0.76	0.76	29.9
3ax	L1	52	4.4	59	4.4	0.234	13.5	LOS B	0.8	19.8	0.76	0.76	0.76	29.6
18ax	R1	23	4.4	26	4.4	0.234	13.5	LOS B	0.8	19.8	0.76	0.76	0.76	29.6
18bx	R3	5	4.4	6	4.4	0.004	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach		313	4.4	356	4.4	0.597	20.1	LOS C	3.1	79.1	0.80	0.93	1.28	27.0
East: Highway 6														
1	L2	227	6.0	258	6.0	0.475	14.9	LOS B	2.3	59.3	0.73	0.84	1.12	28.5
1a	L1	37	6.0	42	6.0	0.270	11.6	LOS B	0.9	24.9	0.69	0.70	0.73	30.9
6	T1	57	6.0	65	6.0	0.270	11.6	LOS B	0.9	24.9	0.69	0.70	0.73	31.2
16	R2	20	6.0	23	6.0	0.270	11.6	LOS B	0.9	24.9	0.69	0.70	0.73	30.3
Approach		341	6.0	388	6.0	0.475	13.8	LOS B	2.3	59.3	0.71	0.80	0.99	29.3
North: Mel Rey Rd														
7	L2	47	3.6	53	3.6	0.573	20.0	LOS C	3.0	76.6	0.81	0.97	1.40	28.3
4	T1	147	3.6	167	3.6	0.573	20.0	LOS C	3.0	76.6	0.81	0.97	1.40	28.2
14a	R1	41	3.6	47	3.6	0.573	20.0	LOS C	3.0	76.6	0.81	0.97	1.40	28.0
14	R2	6	3.6	7	3.6	0.573	20.0	LOS C	3.0	76.6	0.81	0.97	1.40	27.6
Approach		241	3.6	274	3.6	0.573	20.0	LOS C	3.0	76.6	0.81	0.97	1.40	28.2
West: Highway 6														
5	L2	7	6.1	8	6.1	0.753	29.8	LOS D	5.5	144.1	0.85	1.18	1.99	25.2
2	T1	112	6.1	127	6.1	0.753	29.8	LOS D	5.5	144.1	0.85	1.18	1.99	25.2
12	R2	211	6.1	240	6.1	0.753	29.8	LOS D	5.5	144.1	0.85	1.18	1.99	24.6
12b	R3	47	6.1	53	6.1	0.122	10.0	LOS B	0.4	10.2	0.68	0.68	0.68	31.0
Approach		377	6.1	428	6.1	0.753	27.3	LOS D	5.5	144.1	0.83	1.12	1.83	25.5
All Vehicles		2219	5.3	2522	5.3	0.753	16.8	LOS C	9.6	249.8	0.69	0.77	1.11	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2030 Total PM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	510	2.9	560	2.9	0.512	9.3	LOS A	3.1	79.2	0.49	0.36	0.49	30.6
3	L2	301	2.9	331	2.9	0.731	14.6	LOS B	12.2	312.3	0.68	0.68	1.01	29.8
8	T1	174	2.9	191	2.9	0.731	14.6	LOS B	12.2	312.3	0.68	0.68	1.01	29.7
18	R2	301	2.9	331	2.9	0.731	14.6	LOS B	12.2	312.3	0.68	0.68	1.01	28.9
Approach		1286	2.9	1413	2.9	0.731	12.5	LOS B	12.2	312.3	0.61	0.55	0.80	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	116	2.0	127	2.0	0.440	24.1	LOS C	1.7	43.0	0.86	0.96	1.25	25.7
3x	L2	2	2.0	2	2.0	0.431	22.1	LOS C	1.7	42.5	0.84	0.94	1.21	27.6
3ax	L1	76	2.0	84	2.0	0.431	20.4	LOS C	1.7	42.5	0.84	0.94	1.21	27.4
18ax	R1	56	2.0	62	2.0	0.431	20.4	LOS C	1.7	42.5	0.84	0.94	1.21	27.4
18bx	R3	3	2.0	3	2.0	0.002	2.7	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		253	2.0	278	2.0	0.440	21.9	LOS C	1.7	43.0	0.84	0.94	1.22	26.7
East: Highway 6														
1	L2	188	2.0	207	2.0	0.683	32.2	LOS D	3.8	96.5	0.89	1.12	1.75	23.6
1a	L1	145	2.0	159	2.0	0.683	29.4	LOS D	3.9	100.1	0.88	1.11	1.74	24.7
6	T1	123	2.0	135	2.0	0.683	28.4	LOS D	3.9	100.1	0.87	1.11	1.74	25.3
16	R2	33	2.0	36	2.0	0.683	28.4	LOS D	3.9	100.1	0.87	1.11	1.74	24.8
Approach		489	2.0	537	2.0	0.683	30.2	LOS D	3.9	100.1	0.88	1.11	1.74	24.4
North: Mel Rey Rd														
7	L2	39	2.8	43	2.8	0.915	64.7	LOS F	8.1	205.9	0.97	1.54	3.19	18.2
4	T1	140	2.8	154	2.8	0.915	64.7	LOS F	8.1	205.9	0.97	1.54	3.19	18.2
14a	R1	84	2.8	92	2.8	0.915	64.7	LOS F	8.1	205.9	0.97	1.54	3.19	18.1
14	R2	21	2.8	23	2.8	0.915	64.7	LOS F	8.1	205.9	0.97	1.54	3.19	17.9
Approach		284	2.8	312	2.8	0.915	64.7	LOS F	8.1	205.9	0.97	1.54	3.19	18.2
West: Highway 6														
5	L2	8	3.7	9	3.7	0.837	43.4	LOS E	6.7	172.9	0.92	1.35	2.52	21.9
2	T1	127	3.7	140	3.7	0.837	43.4	LOS E	6.7	172.9	0.92	1.35	2.52	21.9
12	R2	188	3.7	207	3.7	0.837	43.4	LOS E	6.7	172.9	0.92	1.35	2.52	21.4
12b	R3	170	3.7	187	3.7	0.510	22.2	LOS C	2.3	58.1	0.83	0.97	1.32	26.5
Approach		493	3.7	542	3.7	0.837	36.1	LOS E	6.7	172.9	0.89	1.22	2.11	23.1
All Vehicles		2805	2.8	3082	2.8	0.915	25.9	LOS D	12.2	312.3	0.76	0.90	1.47	25.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2040 Total AM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	255	5.5	290	5.5	0.276	6.1	LOS A	1.2	31.6	0.38	0.27	0.38	31.8
3	L2	195	5.5	222	5.5	0.750	15.9	LOS C	13.9	362.4	0.70	0.78	1.18	29.4
8	T1	150	5.5	170	5.5	0.750	15.9	LOS C	13.9	362.4	0.70	0.78	1.18	29.4
18	R2	395	5.5	449	5.5	0.750	15.9	LOS C	13.9	362.4	0.70	0.78	1.18	28.6
Approach		995	5.5	1131	5.5	0.750	13.4	LOS B	13.9	362.4	0.62	0.65	0.97	29.7
SouthEast: I-70 Off Ramp														
3bx	L3	240	4.4	273	4.4	0.664	27.8	LOS D	3.6	93.6	0.86	1.09	1.69	24.7
3x	L2	5	4.4	6	4.4	0.273	15.3	LOS C	0.9	24.0	0.78	0.81	0.89	29.2
3ax	L1	55	4.4	63	4.4	0.273	15.3	LOS C	0.9	24.0	0.78	0.81	0.89	28.9
18ax	R1	25	4.4	28	4.4	0.273	15.3	LOS C	0.9	24.0	0.78	0.81	0.89	28.9
18bx	R3	5	4.4	6	4.4	0.004	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach		330	4.4	375	4.4	0.664	24.2	LOS C	3.6	93.6	0.83	1.00	1.46	25.7
East: Highway 6														
1	L2	240	6.0	273	6.0	0.526	17.0	LOS C	2.6	69.2	0.76	0.90	1.26	27.8
1a	L1	40	6.0	45	6.0	0.312	13.0	LOS B	1.2	30.2	0.72	0.76	0.85	30.4
6	T1	60	6.0	68	6.0	0.312	13.0	LOS B	1.2	30.2	0.72	0.76	0.85	30.7
16	R2	25	6.0	28	6.0	0.312	13.0	LOS B	1.2	30.2	0.72	0.76	0.85	29.8
Approach		365	6.0	415	6.0	0.526	15.6	LOS C	2.6	69.2	0.74	0.85	1.12	28.6
North: Mel Rey Rd														
7	L2	50	3.6	57	3.6	0.654	25.0	LOS D	3.7	95.6	0.85	1.06	1.63	26.6
4	T1	155	3.6	176	3.6	0.654	25.0	LOS D	3.7	95.6	0.85	1.06	1.63	26.6
14a	R1	45	3.6	51	3.6	0.654	25.0	LOS D	3.7	95.6	0.85	1.06	1.63	26.4
14	R2	10	3.6	11	3.6	0.654	25.0	LOS D	3.7	95.6	0.85	1.06	1.63	26.0
Approach		260	3.6	295	3.6	0.654	25.0	LOS D	3.7	95.6	0.85	1.06	1.63	26.5
West: Highway 6														
5	L2	10	6.1	11	6.1	0.856	42.7	LOS E	7.9	207.4	0.90	1.41	2.68	22.0
2	T1	120	6.1	136	6.1	0.856	42.7	LOS E	7.9	207.4	0.90	1.41	2.68	22.0
12	R2	225	6.1	256	6.1	0.856	42.7	LOS E	7.9	207.4	0.90	1.41	2.68	21.6
12b	R3	50	6.1	57	6.1	0.138	10.8	LOS B	0.4	11.5	0.71	0.71	0.71	30.6
Approach		405	6.1	460	6.1	0.856	38.8	LOS E	7.9	207.4	0.88	1.32	2.44	22.5
All Vehicles		2355	5.3	2676	5.3	0.856	20.9	LOS C	13.9	362.4	0.74	0.89	1.39	27.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2040 Total PM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/h HV %]		DEMAND FLOWS [Total veh/h HV %]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh Dist ft]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	535	2.9	588	2.9	0.543	9.9	LOS A	3.4	86.8	0.52	0.39	0.52	30.3
3	L2	315	2.9	346	2.9	0.771	16.6	LOS C	16.4	418.9	0.75	0.84	1.27	29.0
8	T1	180	2.9	198	2.9	0.771	16.6	LOS C	16.4	418.9	0.75	0.84	1.27	29.0
18	R2	315	2.9	346	2.9	0.771	16.6	LOS C	16.4	418.9	0.75	0.84	1.27	28.2
Approach		1345	2.9	1478	2.9	0.771	13.9	LOS B	16.4	418.9	0.66	0.66	0.97	29.4
SouthEast: I-70 Off Ramp														
3bx	L3	120	2.0	132	2.0	0.494	28.2	LOS D	1.9	49.4	0.88	1.00	1.36	24.6
3x	L2	5	2.0	5	2.0	0.494	26.6	LOS D	2.0	50.6	0.87	0.99	1.35	25.9
3ax	L1	80	2.0	88	2.0	0.494	24.3	LOS C	2.0	50.6	0.87	0.99	1.34	26.2
18ax	R1	60	2.0	66	2.0	0.494	24.3	LOS C	2.0	50.6	0.87	0.99	1.34	26.2
18bx	R3	5	2.0	5	2.0	0.004	2.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		270	2.0	297	2.0	0.494	25.7	LOS D	2.0	50.6	0.86	0.98	1.32	25.6
East: Highway 6														
1	L2	200	2.0	220	2.0	0.773	42.6	LOS E	4.8	123.1	0.92	1.23	2.11	21.4
1a	L1	155	2.0	170	2.0	0.773	38.9	LOS E	5.1	129.0	0.91	1.23	2.11	22.4
6	T1	130	2.0	143	2.0	0.773	37.7	LOS E	5.1	129.0	0.91	1.23	2.11	23.0
16	R2	35	2.0	38	2.0	0.773	37.7	LOS E	5.1	129.0	0.91	1.23	2.11	22.5
Approach		520	2.0	571	2.0	0.773	39.9	LOS E	5.1	129.0	0.92	1.23	2.11	22.1
North: Mel Rey Rd														
7	L2	40	2.8	44	2.8	1.043	99.7	LOS F	14.5	370.7	1.00	1.98	4.87	14.2
4	T1	145	2.8	159	2.8	1.043	99.7	LOS F	14.5	370.7	1.00	1.98	4.87	14.2
14a	R1	90	2.8	99	2.8	1.043	99.7	LOS F	14.5	370.7	1.00	1.98	4.87	14.2
14	R2	25	2.8	27	2.8	1.043	99.7	LOS F	14.5	370.7	1.00	1.98	4.87	14.0
Approach		300	2.8	330	2.8	1.043	99.7	LOS F	14.5	370.7	1.00	1.98	4.87	14.2
West: Highway 6														
5	L2	10	3.7	11	3.7	0.947	65.0	LOS F	10.7	276.1	0.96	1.69	3.66	18.1
2	T1	135	3.7	148	3.7	0.947	65.0	LOS F	10.7	276.1	0.96	1.69	3.66	18.1
12	R2	200	3.7	220	3.7	0.947	65.0	LOS F	10.7	276.1	0.96	1.69	3.66	17.8
12b	R3	180	3.7	198	3.7	0.575	26.7	LOS D	2.7	68.6	0.86	1.02	1.48	25.1
Approach		525	3.7	577	3.7	0.947	51.9	LOS F	10.7	276.1	0.93	1.46	2.91	19.8
All Vehicles		2960	2.8	3253	2.8	1.043	35.0	LOS D	16.4	418.9	0.81	1.07	1.94	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

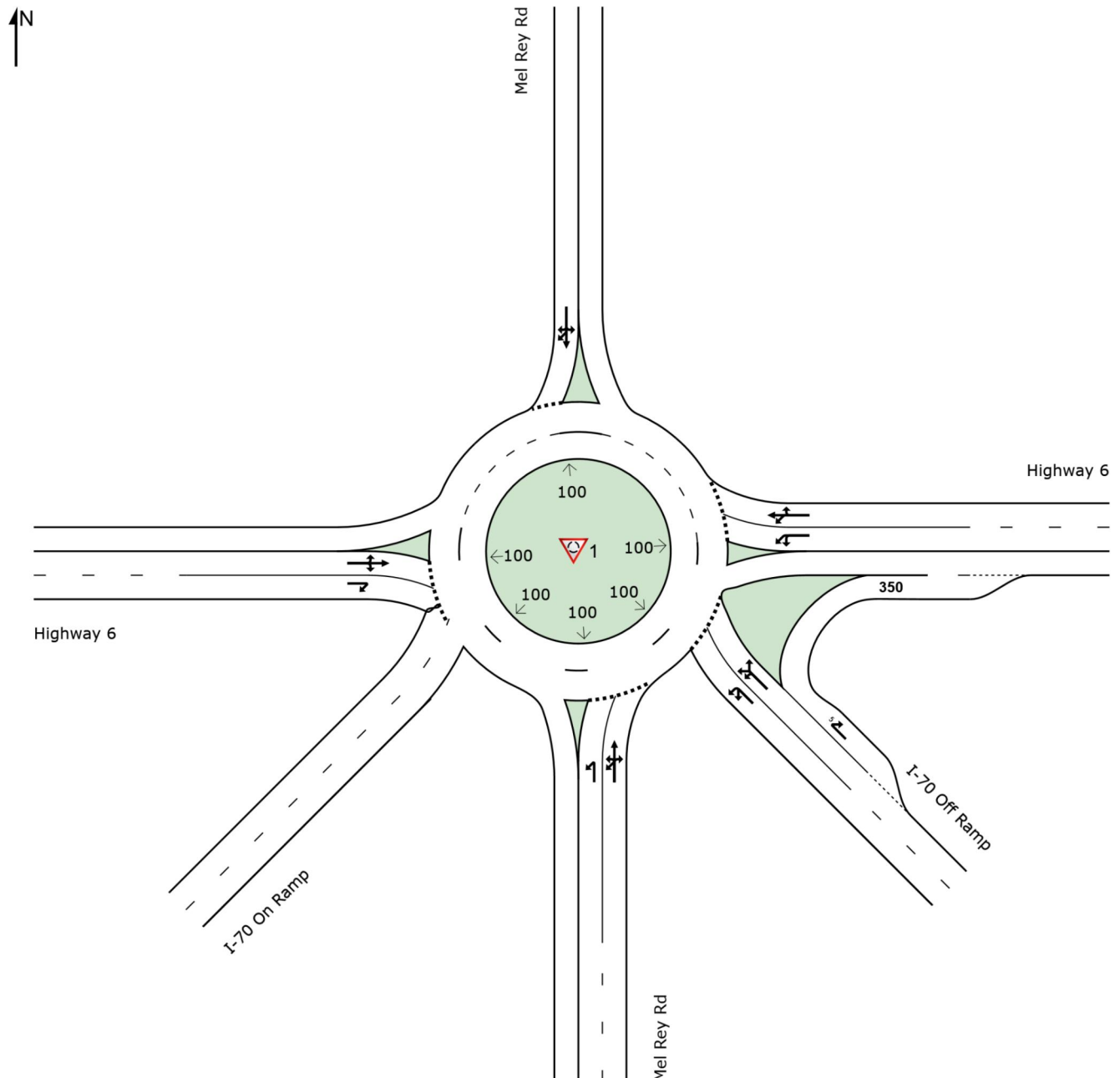
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Site: 1 [2022 Existing AM (Site Folder: General)]

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 2 [2022 Existing AM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	30	6.0	34	6.0	0.223	6.6	LOS A	0.9	23.0	0.54	0.50	0.54	34.1
8	T1	288	6.0	324	6.0	0.223	6.6	LOS A	0.9	23.0	0.54	0.50	0.54	34.0
18	R2	15	6.0	17	6.0	0.223	6.6	LOS A	0.9	23.0	0.54	0.50	0.54	33.2
Approach		333	6.0	374	6.0	0.223	6.6	LOS A	0.9	23.0	0.54	0.50	0.54	34.0
North: RoadName														
7	L2	53	3.5	60	3.5	0.537	8.7	LOS A	4.3	111.3	0.24	0.09	0.24	33.2
4	T1	512	3.5	575	3.5	0.537	17.5	LOS C	4.3	111.3	0.24	0.09	0.24	33.1
14a	R1	49	3.5	55	3.5	0.537	8.7	LOS A	4.3	111.3	0.24	0.09	0.24	32.8
Approach		614	3.5	690	3.5	0.537	16.0	LOS C	4.3	111.3	0.24	0.09	0.24	33.1
West: I-70 EB Off Ramp														
5	L2	391	4.7	439	4.7	1.201	125.4	LOS F	60.9	1578.5	1.00	3.56	8.72	12.1
2	T1	3	4.7	3	4.7	1.201	125.4	LOS F	60.9	1578.5	1.00	3.56	8.72	12.1
12	R2	559	4.7	628	4.7	1.201	84.0	LOS F	60.9	1578.5	0.88	2.46	5.66	15.7
12b	R3	51	4.7	57	4.7	0.445	11.6	LOS B	2.4	61.4	0.70	0.79	0.97	30.4
Approach		1004	4.7	1128	4.7	1.201	96.6	LOS F	60.9	1578.5	0.92	2.81	6.62	14.4
SouthWest: Riverrine Road														
5ax	L1	30	8.2	34	8.2	0.380	19.5	LOS C	1.3	35.3	0.82	0.90	1.13	27.8
12ax	R1	23	8.2	26	8.2	0.380	19.5	LOS C	1.3	35.3	0.82	0.90	1.13	27.9
12bx	R3	57	8.2	64	8.2	0.380	28.4	LOS D	1.3	35.3	0.82	0.90	1.13	27.1
Approach		110	8.2	124	8.2	0.380	24.1	LOS C	1.3	35.3	0.82	0.90	1.13	27.5
All Vehicles		2061	4.7	2316	4.7	1.201	54.2	LOS F	60.9	1578.5	0.65	1.52	3.45	20.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 2 [2022 Existing PM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	59	2.1	67	2.1	0.527	10.4	LOS B	4.0	102.8	0.64	0.68	0.86	32.6
8	T1	808	2.1	918	2.1	0.527	10.4	LOS B	4.0	102.8	0.64	0.68	0.86	32.4
18	R2	37	2.1	42	2.1	0.527	10.4	LOS B	4.0	102.8	0.64	0.68	0.86	31.6
Approach		904	2.1	1027	2.1	0.527	10.4	LOS B	4.0	102.8	0.64	0.68	0.86	32.3
North: RoadName														
7	L2	81	2.3	92	2.3	0.393	6.7	LOS A	2.5	63.3	0.28	0.13	0.28	33.9
4	T1	278	2.3	316	2.3	0.393	10.9	LOS B	2.5	63.3	0.28	0.13	0.28	33.9
14a	R1	76	2.3	86	2.3	0.393	6.7	LOS A	2.5	63.3	0.28	0.13	0.28	33.6
Approach		435	2.3	494	2.3	0.393	9.4	LOS A	2.5	63.3	0.28	0.13	0.28	33.8
West: I-70 EB Off Ramp														
5	L2	134	5.3	152	5.3	0.353	8.7	LOS A	1.5	39.9	0.61	0.62	0.63	31.8
2	T1	1	5.3	1	5.3	0.353	8.7	LOS A	1.5	39.9	0.61	0.62	0.63	31.8
12	R2	174	5.3	198	5.3	0.353	9.2	LOS A	1.5	39.9	0.58	0.57	0.59	31.7
12b	R3	31	5.3	35	5.3	0.131	5.8	LOS A	0.5	12.6	0.53	0.48	0.53	33.0
Approach		340	5.3	386	5.3	0.353	8.7	LOS A	1.5	39.9	0.59	0.58	0.60	31.8
SouthWest: Riverrine Road														
5ax	L1	73	2.0	83	2.0	0.269	8.2	LOS A	1.0	26.0	0.61	0.61	0.61	32.3
12ax	R1	43	2.0	49	2.0	0.269	8.2	LOS A	1.0	26.0	0.61	0.61	0.61	32.3
12bx	R3	53	2.0	60	2.0	0.269	12.5	LOS B	1.0	26.0	0.61	0.61	0.61	31.3
Approach		169	2.0	192	2.0	0.269	9.6	LOS A	1.0	26.0	0.61	0.61	0.61	32.0
All Vehicles		1848	2.7	2100	2.7	0.527	9.8	LOS A	4.0	102.8	0.54	0.52	0.65	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 2 [2030 Total AM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	31	6.0	35	6.0	0.363	8.1	LOS A	1.6	42.4	0.57	0.52	0.57	33.6
8	T1	495	6.0	556	6.0	0.363	8.1	LOS A	1.6	42.4	0.57	0.52	0.57	33.4
18	R2	50	6.0	56	6.0	0.363	8.1	LOS A	1.6	42.4	0.57	0.52	0.57	32.5
Approach		576	6.0	647	6.0	0.363	8.1	LOS A	1.6	42.4	0.57	0.52	0.57	33.3
North: RoadName														
7	L2	75	3.5	84	3.5	0.732	13.7	LOS B	9.3	238.4	0.39	0.15	0.39	30.9
4	T1	706	3.5	793	3.5	0.732	26.2	LOS D	9.3	238.4	0.39	0.15	0.39	30.9
14a	R1	56	3.5	63	3.5	0.732	13.7	LOS B	9.3	238.4	0.39	0.15	0.39	30.6
Approach		837	3.5	940	3.5	0.732	24.2	LOS C	9.3	238.4	0.39	0.15	0.39	30.8
West: I-70 EB Off Ramp														
5	L2	411	4.7	462	4.7	1.709	346.0	LOS F	132.4	3435.7	1.00	5.78	16.94	5.6
2	T1	3	4.7	3	4.7	1.709	346.0	LOS F	132.4	3435.7	1.00	5.78	16.94	5.6
12	R2	660	4.7	742	4.7	1.709	226.7	LOS F	132.4	3435.7	0.92	3.97	11.06	7.9
12b	R3	53	4.7	60	4.7	0.632	20.6	LOS C	4.1	105.7	0.80	1.01	1.51	27.1
Approach		1127	4.7	1266	4.7	1.709	260.8	LOS F	132.4	3435.7	0.95	4.49	12.77	7.0
SouthWest: Riverrine Road														
5ax	L1	33	8.2	37	8.2	0.451	24.5	LOS C	1.6	43.0	0.86	0.97	1.29	26.2
12ax	R1	24	8.2	27	8.2	0.451	24.5	LOS C	1.6	43.0	0.86	0.97	1.29	26.3
12bx	R3	59	8.2	66	8.2	0.451	36.9	LOS E	1.6	43.0	0.86	0.97	1.29	25.6
Approach		116	8.2	130	8.2	0.451	30.8	LOS D	1.6	43.0	0.86	0.97	1.29	25.9
All Vehicles		2656	4.8	2984	4.8	1.709	121.4	LOS F	132.4	3435.7	0.68	2.11	5.72	12.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 2 [2030 Total PM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	61	2.1	69	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	29.8
8	T1	1046	2.1	1189	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	29.5
18	R2	91	2.1	103	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	28.8
Approach		1198	2.1	1361	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	29.5
North: RoadName														
7	L2	98	2.3	111	2.3	0.569	9.4	LOS A	4.8	121.7	0.37	0.18	0.37	32.7
4	T1	448	2.3	509	2.3	0.569	15.5	LOS C	4.8	121.7	0.37	0.18	0.37	32.6
14a	R1	82	2.3	93	2.3	0.569	9.4	LOS A	4.8	121.7	0.37	0.18	0.37	32.3
Approach		628	2.3	714	2.3	0.569	13.8	LOS B	4.8	121.7	0.37	0.18	0.37	32.6
West: I-70 EB Off Ramp														
5	L2	150	5.3	170	5.3	0.594	16.3	LOS C	4.1	106.1	0.77	0.96	1.35	28.9
2	T1	1	5.3	1	5.3	0.594	16.3	LOS C	4.1	106.1	0.77	0.96	1.35	28.9
12	R2	283	5.3	322	5.3	0.594	15.6	LOS C	4.1	106.1	0.72	0.85	1.11	29.4
12b	R3	32	5.3	36	5.3	0.220	8.2	LOS A	0.8	21.2	0.62	0.62	0.62	31.9
Approach		466	5.3	530	5.3	0.594	15.3	LOS C	4.1	106.1	0.73	0.87	1.15	29.4
SouthWest: Riverrine Road														
5ax	L1	81	2.0	92	2.0	0.394	13.3	LOS B	1.7	43.0	0.73	0.81	1.00	30.1
12ax	R1	45	2.0	51	2.0	0.394	13.3	LOS B	1.7	43.0	0.73	0.81	1.00	30.1
12bx	R3	55	2.0	63	2.0	0.394	19.4	LOS C	1.7	43.0	0.73	0.81	1.00	29.3
Approach		181	2.0	206	2.0	0.394	15.1	LOS C	1.7	43.0	0.73	0.81	1.00	29.8
All Vehicles		2473	2.7	2810	2.7	0.731	15.8	LOS C	10.5	266.1	0.69	0.82	1.17	30.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 2 [2040 Total AM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	35	6.0	39	6.0	0.374	8.3	LOS A	1.7	44.2	0.57	0.52	0.57	33.5
8	T1	510	6.0	573	6.0	0.374	8.3	LOS A	1.7	44.2	0.57	0.52	0.57	33.3
18	R2	50	6.0	56	6.0	0.374	8.3	LOS A	1.7	44.2	0.57	0.52	0.57	32.4
Approach		595	6.0	669	6.0	0.374	8.3	LOS A	1.7	44.2	0.57	0.52	0.57	33.2
North: RoadName														
7	L2	80	3.5	90	3.5	0.769	15.3	LOS C	10.8	277.2	0.46	0.19	0.46	30.2
4	T1	735	3.5	826	3.5	0.769	28.7	LOS D	10.8	277.2	0.46	0.19	0.46	30.2
14a	R1	60	3.5	67	3.5	0.769	15.3	LOS C	10.8	277.2	0.46	0.19	0.46	30.0
Approach		875	3.5	983	3.5	0.769	26.6	LOS D	10.8	277.2	0.46	0.19	0.46	30.2
West: I-70 EB Off Ramp														
5	L2	435	4.7	489	4.7	1.887	425.2	LOS F	156.0	4045.7	1.00	6.24	18.72	4.7
2	T1	5	4.7	6	4.7	1.887	425.2	LOS F	156.0	4045.7	1.00	6.24	18.72	4.7
12	R2	690	4.7	775	4.7	1.887	278.6	LOS F	156.0	4045.7	0.94	4.29	12.28	6.7
12b	R3	60	4.7	67	4.7	0.698	25.0	LOS C	4.9	127.8	0.83	1.10	1.73	25.7
Approach		1190	4.7	1337	4.7	1.887	320.1	LOS F	156.0	4045.7	0.95	4.85	14.13	6.0
SouthWest: Riverrine Road														
5ax	L1	35	8.2	39	8.2	0.496	27.0	LOS D	1.8	49.0	0.87	1.00	1.37	25.5
12ax	R1	25	8.2	28	8.2	0.496	27.0	LOS D	1.8	49.0	0.87	1.00	1.37	25.5
12bx	R3	65	8.2	73	8.2	0.496	40.4	LOS E	1.8	49.0	0.87	1.00	1.37	24.9
Approach		125	8.2	140	8.2	0.496	33.9	LOS D	1.8	49.0	0.87	1.00	1.37	25.2
All Vehicles		2785	4.8	3129	4.8	1.887	148.4	LOS F	156.0	4045.7	0.71	2.29	6.37	11.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 2 [2040 Total PM (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	65	2.1	74	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	28.4
8	T1	1090	2.1	1239	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	28.1
18	R2	95	2.1	108	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	27.5
Approach		1250	2.1	1420	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	28.1
North: RoadName														
7	L2	105	2.3	119	2.3	0.600	10.1	LOS B	5.3	135.9	0.41	0.21	0.41	32.3
4	T1	465	2.3	528	2.3	0.600	16.5	LOS C	5.3	135.9	0.41	0.21	0.41	32.3
14a	R1	90	2.3	102	2.3	0.600	10.1	LOS B	5.3	135.9	0.41	0.21	0.41	32.0
Approach		660	2.3	750	2.3	0.600	14.6	LOS B	5.3	135.9	0.41	0.21	0.41	32.3
West: I-70 EB Off Ramp														
5	L2	160	5.3	182	5.3	0.655	19.3	LOS C	4.9	128.5	0.80	1.04	1.55	27.9
2	T1	5	5.3	6	5.3	0.655	19.3	LOS C	4.9	128.5	0.80	1.04	1.55	27.9
12	R2	295	5.3	335	5.3	0.655	17.9	LOS C	4.9	128.5	0.75	0.91	1.24	28.6
12b	R3	35	5.3	40	5.3	0.243	8.8	LOS A	0.9	23.5	0.64	0.64	0.64	31.6
Approach		495	5.3	563	5.3	0.655	17.7	LOS C	4.9	128.5	0.76	0.93	1.30	28.5
SouthWest: Riverrine Road														
5ax	L1	85	2.0	97	2.0	0.446	15.2	LOS C	2.0	51.1	0.76	0.86	1.12	29.4
12ax	R1	50	2.0	57	2.0	0.446	15.2	LOS C	2.0	51.1	0.76	0.86	1.12	29.4
12bx	R3	60	2.0	68	2.0	0.446	21.6	LOS C	2.0	51.1	0.76	0.86	1.12	28.6
Approach		195	2.0	222	2.0	0.446	17.2	LOS C	2.0	51.1	0.76	0.86	1.12	29.1
All Vehicles		2600	2.8	2955	2.8	0.787	18.4	LOS C	13.0	330.5	0.74	0.93	1.38	29.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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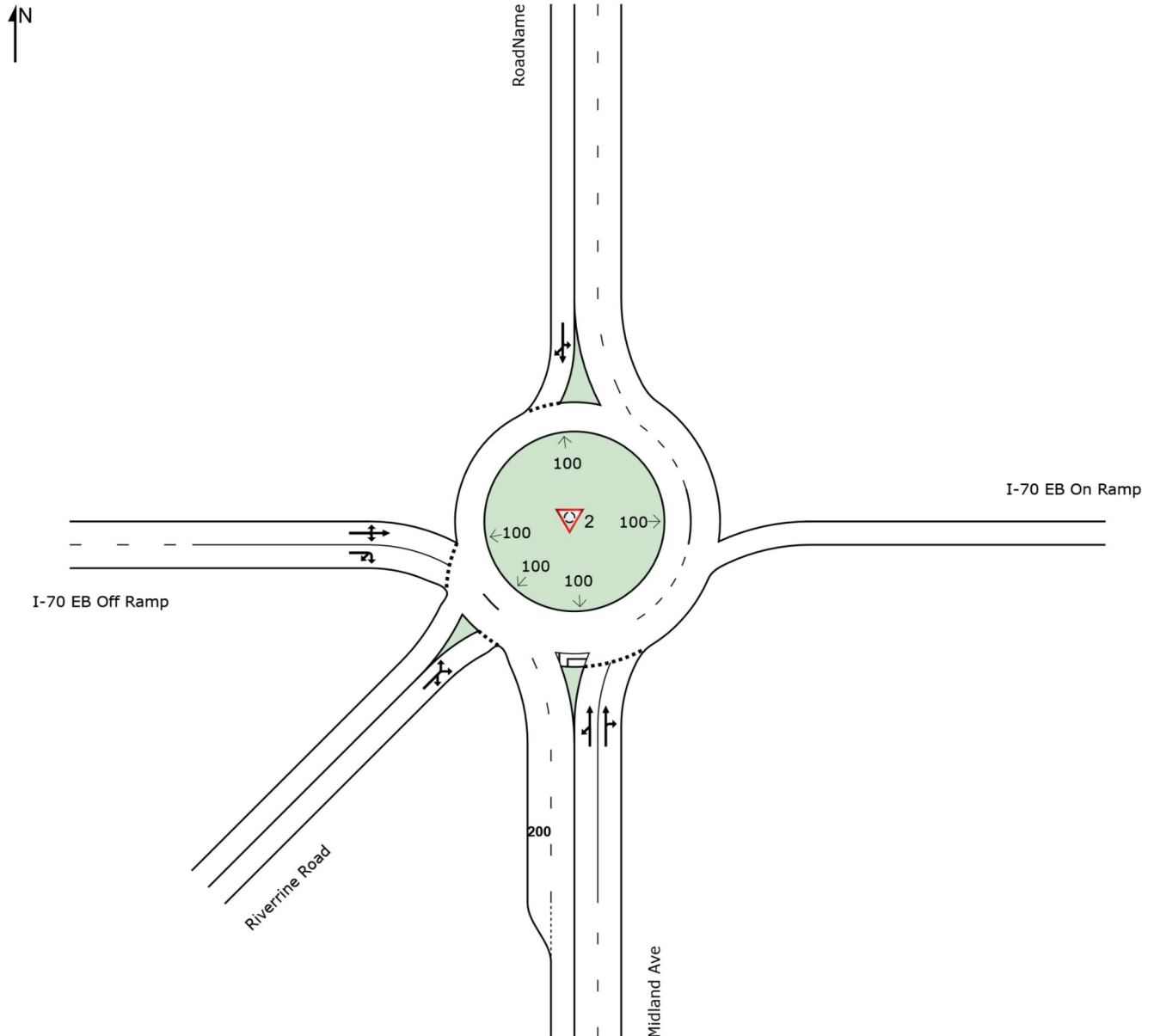
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SITE LAYOUT

 **Site: 2 [2022 Existing AM (Site Folder: General)]**

Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	15	315	13	59	1075
Future Vol, veh/h	21	15	315	13	59	1075
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	17	350	14	66	1194
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1683	357	0	0	364	0
Stage 1	357	-	-	-	-	-
Stage 2	1326	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	104	687	-	-	1195	-
Stage 1	708	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	687	-	-	1195	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.4	0	0.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	273	1195	-	
HCM Lane V/C Ratio	-	-	0.147	0.055	-	
HCM Control Delay (s)	-	-	20.4	8.2	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	54	856	31	34	404
Future Vol, veh/h	30	54	856	31	34	404
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	59	941	34	37	444
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1478	960	0	0	977	0
Stage 1	960	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	139	311	-	-	706	-
Stage 1	372	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	310	-	-	705	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23	0	0.8			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	291	705	-	
HCM Lane V/C Ratio	-	-	0.317	0.053	-	
HCM Control Delay (s)	-	-	23	10.4	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-	

HCM 6th TWSC
3: Midland Avenue & Deveraux Road

2030 Total AM
11/22/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	16	551	14	61	1353
Future Vol, veh/h	22	16	551	14	61	1353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	18	612	16	68	1503
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2259	620	0	0	628	0
Stage 1	620	-	-	-	-	-
Stage 2	1639	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	45	488	-	-	954	-
Stage 1	536	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	42	488	-	-	954	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	30.5	0	0.4			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	183	954	-	
HCM Lane V/C Ratio	-	-	0.231	0.071	-	
HCM Control Delay (s)	-	-	30.5	9.1	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-	

HCM 6th TWSC
3: Midland Avenue & Deveraux Road

2030 Total PM
11/22/2022

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	56	1132	32	35	670
Future Vol, veh/h	31	56	1132	32	35	670
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	62	1244	35	38	736
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2076	1264	0	0	1281	0
Stage 1	1264	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	59	207	-	-	542	-
Stage 1	266	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	55	207	-	-	541	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	41	0		0.6		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 192		541	-	
HCM Lane V/C Ratio	-	- 0.498		0.071	-	
HCM Control Delay (s)	-	- 41		12.2	-	
HCM Lane LOS	-	- E		B	-	
HCM 95th %tile Q(veh)	-	- 2.5		0.2	-	

HCM 6th TWSC
3: Midland Avenue & Deveraux Road

2040 Total AM
11/28/2022

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	20	570	15	65	1410
Future Vol, veh/h	25	20	570	15	65	1410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	22	620	16	71	1533
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2303	628	0	0	636	0
Stage 1	628	-	-	-	-	-
Stage 2	1675	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	42	483	-	-	947	-
Stage 1	532	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	483	-	-	947	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	32.1	0	0.4			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	181	947	-	
HCM Lane V/C Ratio	-	-	0.27	0.075	-	
HCM Control Delay (s)	-	-	32.1	9.1	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	1	0.2	-	

HCM 6th TWSC
3: Midland Avenue & Deveraux Road

2040 Total PM
11/28/2022

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	60	1180	35	40	695
Future Vol, veh/h	35	60	1180	35	40	695
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	65	1283	38	43	755
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2145	1304	0	0	1323	0
Stage 1	1304	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	53	196	-	-	522	-
Stage 1	254	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	48	196	-	-	521	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	48.4	0	0.7			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	181	521	-	
HCM Lane V/C Ratio	-	-	0.571	0.083	-	
HCM Control Delay (s)	-	-	48.4	12.5	-	
HCM Lane LOS	-	-	E	B	-	
HCM 95th %tile Q(veh)	-	-	3	0.3	-	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	943	96	6	288	1	33	0	0	8	2	7
Future Vol, veh/h	32	943	96	6	288	1	33	0	0	8	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	25	100	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1072	109	7	327	1	38	0	0	9	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	1181	0	0	1491	1486	1072	1541	1595	328
Stage 1	-	-	-	-	-	-	1144	1144	-	342	342	-
Stage 2	-	-	-	-	-	-	347	342	-	1199	1253	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1232	-	-	591	-	-	102	124	268	94	107	713
Stage 1	-	-	-	-	-	-	243	275	-	673	638	-
Stage 2	-	-	-	-	-	-	669	638	-	226	244	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1232	-	-	591	-	-	97	119	268	91	103	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	189	212	-	174	187	-
Stage 1	-	-	-	-	-	-	236	267	-	653	630	-
Stage 2	-	-	-	-	-	-	651	630	-	219	237	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			28.7			20		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	189	1232	-	-	591	-	-	176	713
HCM Lane V/C Ratio	0.198	0.03	-	-	0.012	-	-	0.065	0.011
HCM Control Delay (s)	28.7	8	-	-	11.2	-	-	26.9	10.1
HCM Lane LOS	D	A	-	-	B	-	-	D	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.2	0

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	395	79	8	800	1	77	0	3	5	0	35
Future Vol, veh/h	9	395	79	8	800	1	77	0	3	5	0	35
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	25	100	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	444	89	9	899	1	87	0	3	6	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	900	0	0	535	0	0	1404	1384	446	1428	1473	901
Stage 1	-	-	-	-	-	-	466	466	-	918	918	-
Stage 2	-	-	-	-	-	-	938	918	-	510	555	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	755	-	-	1033	-	-	117	143	612	113	127	337
Stage 1	-	-	-	-	-	-	577	562	-	326	350	-
Stage 2	-	-	-	-	-	-	317	350	-	546	513	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	755	-	-	1031	-	-	101	140	611	111	124	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	250	-	229	240	-
Stage 1	-	-	-	-	-	-	568	554	-	322	347	-
Stage 2	-	-	-	-	-	-	277	347	-	536	505	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			34.6			17.6		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	209	755	-	-	1031	-	-	229	337
HCM Lane V/C Ratio	0.43	0.013	-	-	0.009	-	-	0.025	0.117
HCM Control Delay (s)	34.6	9.8	-	-	8.5	-	-	21.1	17.1
HCM Lane LOS	D	A	-	-	A	-	-	C	C
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	0.1	0.4

Intersection												
Int Delay, s/veh	40.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	992	315	15	327	10	225	0	2	14	2	13
Future Vol, veh/h	42	992	315	15	327	10	225	0	2	14	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	25	100	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1127	358	17	372	11	256	0	2	16	2	15
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	1485	0	0	1643	1640	1127	1815	1993	378
Stage 1	-	-	-	-	-	-	1223	1223	-	412	412	-
Stage 2	-	-	-	-	-	-	420	417	-	1403	1581	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1175	-	-	453	-	-	~ 80	100	249	60	60	669
Stage 1	-	-	-	-	-	-	~ 219	252	-	617	594	-
Stage 2	-	-	-	-	-	-	611	591	-	173	169	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	453	-	-	~ 73	92	249	56	55	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 163	185	-	122	120	-
Stage 1	-	-	-	-	-	-	~ 210	242	-	592	571	-
Stage 2	-	-	-	-	-	-	573	569	-	164	162	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.6			\$ 339.6			26.6		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	163	1175	-	-	453	-	-	122	669			
HCM Lane V/C Ratio	1.583	0.041	-	-	0.038	-	-	0.149	0.022			
HCM Control Delay (s)	\$ 339.6	8.2	-	-	13.3	-	-	39.6	10.5			
HCM Lane LOS	F	A	-	-	B	-	-	E	B			
HCM 95th %tile Q(veh)	17.4	0.1	-	-	0.1	-	-	0.5	0.1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	94.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	442	269	9	856	33	269	0	7	34	0	65
Future Vol, veh/h	41	442	269	9	856	33	269	0	7	34	0	65
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	25	100	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	497	302	10	962	37	302	0	8	38	0	73
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	999	0	0	801	0	0	1629	1610	499	1745	1894	982
Stage 1	-	-	-	-	-	-	591	591	-	1001	1001	-
Stage 2	-	-	-	-	-	-	1038	1019	-	744	893	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	693	-	-	822	-	-	~ 82	105	572	68	70	302
Stage 1	-	-	-	-	-	-	493	494	-	293	321	-
Stage 2	-	-	-	-	-	-	~ 279	314	-	407	360	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	693	-	-	820	-	-	~ 58	97	571	63	64	302
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 129	193	-	171	176	-
Stage 1	-	-	-	-	-	-	459	460	-	274	317	-
Stage 2	-	-	-	-	-	-	~ 209	310	-	375	336	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			\$ 683.7			24.6		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	132	693	-	-	820	-	-	171	302			
HCM Lane V/C Ratio	2.349	0.066	-	-	0.012	-	-	0.223	0.242			
HCM Control Delay (s)	\$ 683.7	10.6	-	-	9.4	-	-	32	20.7			
HCM Lane LOS	F	B	-	-	A	-	-	D	C			
HCM 95th %tile Q(veh)	26.6	0.2	-	-	0	-	-	0.8	0.9			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	41											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1045	320	20	345	10	230	0	5	15	5	15
Future Vol, veh/h	45	1045	320	20	345	10	230	0	5	15	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	25	100	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	1136	348	22	375	11	250	0	5	16	5	16
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	1484	0	0	1669	1664	1136	1836	2007	381
Stage 1	-	-	-	-	-	-	1234	1234	-	425	425	-
Stage 2	-	-	-	-	-	-	435	430	-	1411	1582	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1172	-	-	453	-	-	~ 76	97	246	58	59	666
Stage 1	-	-	-	-	-	-	~ 216	249	-	607	586	-
Stage 2	-	-	-	-	-	-	600	583	-	171	169	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1172	-	-	453	-	-	~ 67	88	246	53	54	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 158	182	-	115	116	-
Stage 1	-	-	-	-	-	-	~ 207	239	-	582	557	-
Stage 2	-	-	-	-	-	-	551	554	-	160	162	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			\$ 351.2			29.4		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	159	1172	-	-	453	-	-	115	666			
HCM Lane V/C Ratio	1.607	0.042	-	-	0.048	-	-	0.189	0.024			
HCM Control Delay (s)	\$ 351.2	8.2	-	-	13.3	-	-	43.5	10.5			
HCM Lane LOS	F	A	-	-	B	-	-	E	B			
HCM 95th %tile Q(veh)	17.5	0.1	-	-	0.2	-	-	0.7	0.1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined					*: All major volume in platoon			

HCM 6th TWSC
4: Wulfsohn Road & Midland Ave

2040 Total PM
11/28/2022

Intersection												
Int Delay, s/veh	105.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	465	275	10	900	35	275	0	10	35	0	70
Future Vol, veh/h	45	465	275	10	900	35	275	0	10	35	0	70
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	25	100	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	505	299	11	978	38	299	0	11	38	0	76
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1016	0	0	806	0	0	1663	1643	507	1777	1923	998
Stage 1	-	-	-	-	-	-	605	605	-	1019	1019	-
Stage 2	-	-	-	-	-	-	1058	1038	-	758	904	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	683	-	-	819	-	-	~ 77	100	566	64	67	296
Stage 1	-	-	-	-	-	-	485	487	-	286	314	-
Stage 2	-	-	-	-	-	-	~ 272	308	-	399	356	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	683	-	-	817	-	-	~ 53	91	565	59	61	296
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 119	186	-	164	171	-
Stage 1	-	-	-	-	-	-	449	451	-	265	310	-
Stage 2	-	-	-	-	-	-	~ 199	304	-	363	330	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			\$ 772.8			25.4		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	122	683	-	-	817	-	-	164	296			
HCM Lane V/C Ratio	2.539	0.072	-	-	0.013	-	-	0.232	0.257			
HCM Control Delay (s)	\$ 772.8	10.7	-	-	9.5	-	-	33.5	21.3			
HCM Lane LOS	F	B	-	-	A	-	-	D	C			
HCM 95th %tile Q(veh)	27.7	0.2	-	-	0	-	-	0.9	1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings
5: W Meadows & Midland Ave

2022 Adjusted Existing AM

11/22/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	821	128	40	252	51	81
Future Volume (vph)	821	128	40	252	51	81
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	9.5	42.5	22.5	22.5
Total Split (%)	50.8%	50.8%	14.6%	65.4%	34.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	28.7	28.7	34.0	34.0	18.1	18.1
Actuated g/C Ratio	0.47	0.47	0.56	0.56	0.30	0.30
v/c Ratio	1.07	0.19	0.18	0.28	0.11	0.17
Control Delay	72.3	4.8	7.5	7.7	18.0	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	4.8	7.5	7.7	18.0	5.8
LOS	E	A	A	A	B	A
Approach Delay	63.2			7.7	10.5	
Approach LOS	E			A	B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 61.2

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 46.4

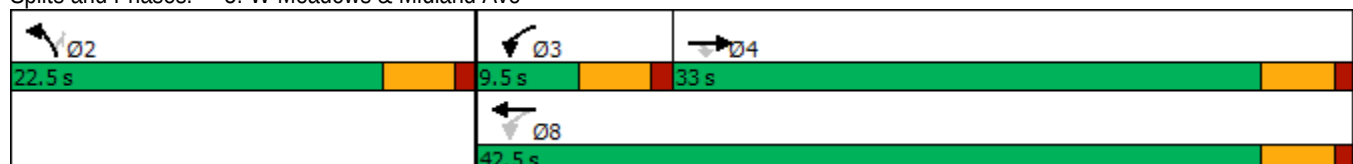
Intersection LOS: D

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2022 Adjusted Existing AM

11/22/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	821	128	40	252	51	81
Future Volume (veh/h)	821	128	40	252	51	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	933	145	45	286	58	92
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	850	719	192	1065	511	455
Arrive On Green	0.45	0.45	0.04	0.57	0.29	0.29
Sat Flow, veh/h	1870	1583	1781	1870	1781	1585
Grp Volume(v), veh/h	933	145	45	286	58	92
Grp Sat Flow(s),veh/h/ln	1870	1583	1781	1870	1781	1585
Q Serve(g_s), s	28.5	3.4	0.8	4.9	1.5	2.8
Cycle Q Clear(g_c), s	28.5	3.4	0.8	4.9	1.5	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	850	719	192	1065	511	455
V/C Ratio(X)	1.10	0.20	0.23	0.27	0.11	0.20
Avail Cap(c_a), veh/h	850	719	257	1133	511	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	10.3	14.5	6.9	16.5	16.9
Incr Delay (d2), s/veh	61.1	0.1	0.6	0.1	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.8	1.1	0.3	1.6	0.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.2	10.4	15.2	7.0	16.9	17.9
LnGrp LOS	F	B	B	A	B	B
Approach Vol, veh/h	1078			331	150	
Approach Delay, s/veh	69.1			8.1	17.5	
Approach LOS	E			A	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	22.5		7.2	33.0	40.2	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	18.0		5.0	28.5	38.0	
Max Q Clear Time (g_c+l1), s	4.8		2.8	30.5	6.9	
Green Ext Time (p_c), s	0.3		0.0	0.0	1.8	
Intersection Summary						
HCM 6th Ctrl Delay			51.2			
HCM 6th LOS			D			

Timings
5: W Meadows & Midland Ave

2022 Adjusted Existing PM

11/22/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	260	101	71	550	211	68
Future Volume (vph)	260	101	71	550	211	68
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	10.0	44.0	26.0	26.0
Total Split (%)	48.6%	48.6%	14.3%	62.9%	37.1%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	17.5	17.5	23.1	23.1	21.9	21.9
Actuated g/C Ratio	0.32	0.32	0.43	0.43	0.40	0.40
v/c Ratio	0.47	0.19	0.19	0.76	0.32	0.11
Control Delay	18.5	4.4	9.5	19.6	14.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	4.4	9.5	19.6	14.9	4.8
LOS	B	A	A	B	B	A
Approach Delay	14.5			18.5	12.5	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 54.1

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 16.0

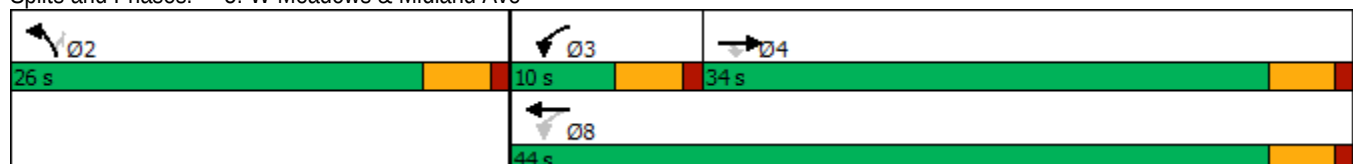
Intersection LOS: B

Intersection Capacity Utilization 48.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2022 Adjusted Existing PM
11/22/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (veh/h)	260	101	71	550	211	68
Future Volume (veh/h)	260	101	71	550	211	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	111	78	604	232	75
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	471	399	372	758	747	665
Arrive On Green	0.25	0.25	0.07	0.41	0.42	0.42
Sat Flow, veh/h	1870	1582	1781	1870	1781	1585
Grp Volume(v), veh/h	286	111	78	604	232	75
Grp Sat Flow(s),veh/h/ln	1870	1582	1781	1870	1781	1585
Q Serve(g_s), s	6.9	2.9	1.5	14.5	4.5	1.5
Cycle Q Clear(g_c), s	6.9	2.9	1.5	14.5	4.5	1.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	471	399	372	758	747	665
V/C Ratio(X)	0.61	0.28	0.21	0.80	0.31	0.11
Avail Cap(c_a), veh/h	1076	910	447	1441	747	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	15.4	11.9	13.4	9.9	9.1
Incr Delay (d2), s/veh	1.3	0.4	0.3	2.0	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.0	0.5	5.4	1.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	15.8	12.2	15.4	11.0	9.4
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	397			682	307	
Approach Delay, s/veh	17.5			15.0	10.6	
Approach LOS	B			B	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		26.0	7.9	17.4		25.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		21.5	5.5	29.5		39.5
Max Q Clear Time (g_c+l1), s		6.5	3.5	8.9		16.5
Green Ext Time (p_c), s		0.8	0.0	2.0		4.2
Intersection Summary						
HCM 6th Ctrl Delay			14.8			
HCM 6th LOS			B			

Timings
5: W Meadows & Midland Ave

2030 Total AM
11/22/2022

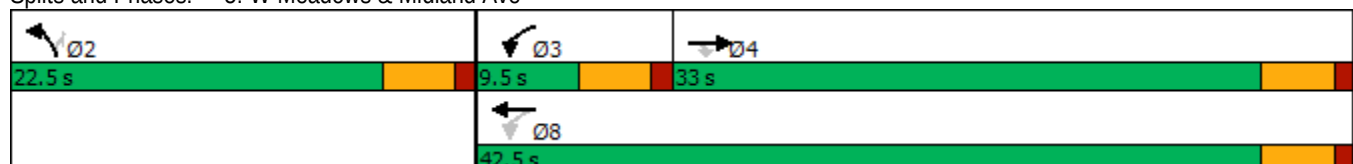
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	870	136	43	280	80	86
Future Volume (vph)	870	136	43	280	80	86
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	9.5	42.5	22.5	22.5
Total Split (%)	50.8%	50.8%	14.6%	65.4%	34.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	28.7	28.7	34.0	34.0	18.1	18.1
Actuated g/C Ratio	0.47	0.47	0.56	0.56	0.30	0.30
v/c Ratio	1.13	0.20	0.20	0.31	0.17	0.18
Control Delay	95.8	5.1	7.7	8.0	18.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.8	5.1	7.7	8.0	18.6	5.7
LOS	F	A	A	A	B	A
Approach Delay	83.5			8.0	11.9	
Approach LOS	F			A	B	

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 61.2
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 59.2
 Intersection Capacity Utilization 58.6%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service B

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2030 Total AM
11/22/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	870	136	43	280	80	86
Future Volume (veh/h)	870	136	43	280	80	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	989	155	49	318	91	98
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	848	718	196	1067	510	454
Arrive On Green	0.45	0.45	0.05	0.57	0.29	0.29
Sat Flow, veh/h	1870	1583	1781	1870	1781	1585
Grp Volume(v), veh/h	989	155	49	318	91	98
Grp Sat Flow(s),veh/h/ln	1870	1583	1781	1870	1781	1585
Q Serve(g_s), s	28.5	3.7	0.8	5.5	2.4	3.0
Cycle Q Clear(g_c), s	28.5	3.7	0.8	5.5	2.4	3.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	848	718	196	1067	510	454
V/C Ratio(X)	1.17	0.22	0.25	0.30	0.18	0.22
Avail Cap(c_a), veh/h	848	718	256	1130	510	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	10.4	14.5	7.0	16.9	17.1
Incr Delay (d2), s/veh	87.7	0.1	0.7	0.2	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.0	1.2	0.3	1.8	1.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	104.9	10.6	15.2	7.1	17.6	18.2
LnGrp LOS	F	B	B	A	B	B
Approach Vol, veh/h	1144			367	189	
Approach Delay, s/veh	92.1			8.2	17.9	
Approach LOS	F			A	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	22.5		7.4	33.0	40.4	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	18.0		5.0	28.5	38.0	
Max Q Clear Time (g_c+l1), s	5.0		2.8	30.5	7.5	
Green Ext Time (p_c), s	0.4		0.0	0.0	2.0	
Intersection Summary						
HCM 6th Ctrl Delay			65.7			
HCM 6th LOS			E			

Timings
5: W Meadows & Midland Ave

2030 Total PM
11/22/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↑
Traffic Volume (vph)	329	111	77	605	243	77
Future Volume (vph)	329	111	77	605	243	77
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	10.0	44.0	26.0	26.0
Total Split (%)	48.6%	48.6%	14.3%	62.9%	37.1%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	20.4	20.4	25.9	25.9	22.0	22.0
Actuated g/C Ratio	0.36	0.36	0.45	0.45	0.39	0.39
v/c Ratio	0.54	0.19	0.22	0.79	0.39	0.13
Control Delay	18.8	3.9	9.3	20.1	17.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	3.9	9.3	20.1	17.4	5.1
LOS	B	A	A	C	B	A
Approach Delay	15.1			18.9	14.5	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 57.1

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 16.7

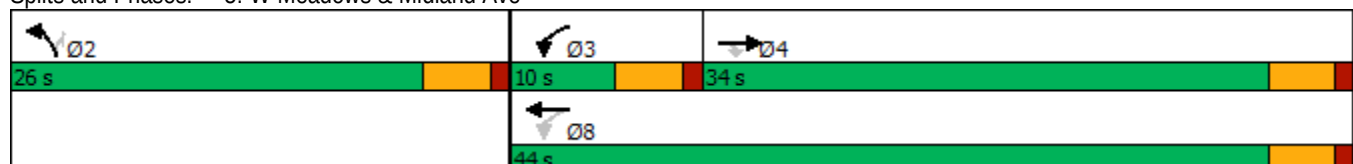
Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2030 Total PM

11/22/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	329	111	77	605	243	77
Future Volume (veh/h)	329	111	77	605	243	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	362	122	85	665	267	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	533	451	355	814	709	631
Arrive On Green	0.28	0.28	0.07	0.44	0.40	0.40
Sat Flow, veh/h	1870	1582	1781	1870	1781	1585
Grp Volume(v), veh/h	362	122	85	665	267	85
Grp Sat Flow(s),veh/h/ln	1870	1582	1781	1870	1781	1585
Q Serve(g_s), s	9.3	3.2	1.7	16.8	5.7	1.8
Cycle Q Clear(g_c), s	9.3	3.2	1.7	16.8	5.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	533	451	355	814	709	631
V/C Ratio(X)	0.68	0.27	0.24	0.82	0.38	0.13
Avail Cap(c_a), veh/h	1022	865	418	1368	709	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	15.0	11.9	13.4	11.5	10.3
Incr Delay (d2), s/veh	1.5	0.3	0.3	2.1	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.1	0.6	6.2	2.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	15.3	12.2	15.5	13.0	10.8
LnGrp LOS	B	B	B	B	B	B
Approach Vol, veh/h	484			750	352	
Approach Delay, s/veh	17.8			15.1	12.5	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	26.0		8.1	19.9	28.0	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	21.5		5.5	29.5	39.5	
Max Q Clear Time (g_c+l1), s	7.7		3.7	11.3	18.8	
Green Ext Time (p_c), s	0.9		0.0	2.5	4.7	
Intersection Summary						
HCM 6th Ctrl Delay			15.3			
HCM 6th LOS			B			

Timings
5: W Meadows & Midland Ave

2040 Total AM
11/28/2022

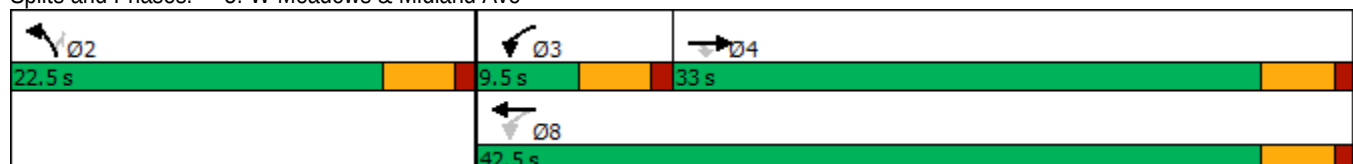
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↗
Traffic Volume (vph)	915	145	45	295	85	95
Future Volume (vph)	915	145	45	295	85	95
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	9.5	42.5	22.5	22.5
Total Split (%)	50.8%	50.8%	14.6%	65.4%	34.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	28.7	28.7	34.0	34.0	18.1	18.1
Actuated g/C Ratio	0.47	0.47	0.56	0.56	0.30	0.30
v/c Ratio	1.14	0.20	0.20	0.31	0.18	0.19
Control Delay	98.4	5.1	7.7	8.0	18.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	5.1	7.7	8.0	18.6	5.6
LOS	F	A	A	A	B	A
Approach Delay	85.6			8.0	11.8	
Approach LOS	F			A	B	

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 61.2
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 60.5
 Intersection Capacity Utilization 61.5%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service B

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2040 Total AM

11/28/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	915	145	45	295	85	95
Future Volume (veh/h)	915	145	45	295	85	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	995	158	49	321	92	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	848	718	196	1067	510	454
Arrive On Green	0.45	0.45	0.05	0.57	0.29	0.29
Sat Flow, veh/h	1870	1583	1781	1870	1781	1585
Grp Volume(v), veh/h	995	158	49	321	92	103
Grp Sat Flow(s),veh/h/ln	1870	1583	1781	1870	1781	1585
Q Serve(g_s), s	28.5	3.8	0.8	5.6	2.4	3.1
Cycle Q Clear(g_c), s	28.5	3.8	0.8	5.6	2.4	3.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	848	718	196	1067	510	454
V/C Ratio(X)	1.17	0.22	0.25	0.30	0.18	0.23
Avail Cap(c_a), veh/h	848	718	256	1130	510	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	10.4	14.5	7.0	16.9	17.1
Incr Delay (d2), s/veh	90.5	0.2	0.7	0.2	0.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.6	1.2	0.3	1.8	1.0	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	107.7	10.6	15.2	7.2	17.7	18.3
LnGrp LOS	F	B	B	A	B	B
Approach Vol, veh/h	1153			370	195	
Approach Delay, s/veh	94.4			8.2	18.0	
Approach LOS	F			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.5	7.4	33.0		40.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	5.0	28.5		38.0
Max Q Clear Time (g_c+l1), s		5.1	2.8	30.5		7.6
Green Ext Time (p_c), s		0.4	0.0	0.0		2.0
Intersection Summary						
HCM 6th Ctrl Delay			67.2			
HCM 6th LOS			E			

Timings
5: W Meadows & Midland Ave

2040 Total PM
11/28/2022

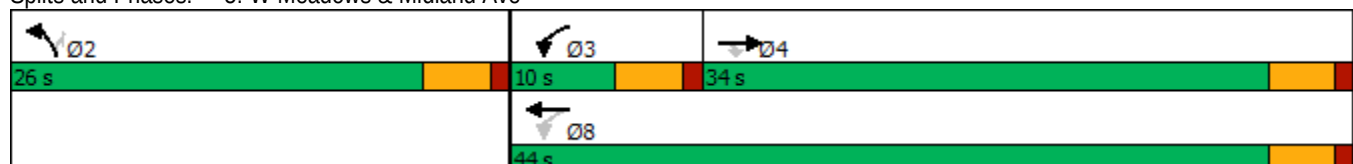
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	345	120	85	635	255	80
Future Volume (vph)	345	120	85	635	255	80
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	10.0	44.0	26.0	26.0
Total Split (%)	48.6%	48.6%	14.3%	62.9%	37.1%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	19.6	19.6	27.2	27.2	21.9	21.9
Actuated g/C Ratio	0.34	0.34	0.47	0.47	0.38	0.38
v/c Ratio	0.60	0.21	0.24	0.79	0.42	0.13
Control Delay	20.9	3.9	9.4	20.2	18.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	3.9	9.4	20.2	18.3	5.2
LOS	C	A	A	C	B	A
Approach Delay	16.6			19.0	15.2	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 58.3
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.4
 Intersection Capacity Utilization 55.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2040 Total PM

11/28/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	345	120	85	635	255	80
Future Volume (veh/h)	345	120	85	635	255	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	375	130	92	690	277	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	555	470	360	836	695	618
Arrive On Green	0.30	0.30	0.07	0.45	0.39	0.39
Sat Flow, veh/h	1870	1582	1781	1870	1781	1585
Grp Volume(v), veh/h	375	130	92	690	277	87
Grp Sat Flow(s),veh/h/ln	1870	1582	1781	1870	1781	1585
Q Serve(g_s), s	9.7	3.5	1.8	17.8	6.2	2.0
Cycle Q Clear(g_c), s	9.7	3.5	1.8	17.8	6.2	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	555	470	360	836	695	618
V/C Ratio(X)	0.68	0.28	0.26	0.83	0.40	0.14
Avail Cap(c_a), veh/h	1001	847	416	1340	695	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	14.9	11.8	13.4	12.2	10.9
Incr Delay (d2), s/veh	1.4	0.3	0.4	2.4	1.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.2	0.6	6.7	2.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	15.2	12.2	15.7	13.9	11.3
LnGrp LOS	B	B	B	B	B	B
Approach Vol, veh/h	505			782	364	
Approach Delay, s/veh	17.6			15.3	13.3	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	26.0		8.3	20.9	29.1	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	21.5		5.5	29.5	39.5	
Max Q Clear Time (g_c+l1), s	8.2		3.8	11.7	19.8	
Green Ext Time (p_c), s	0.9		0.0	2.6	4.8	
Intersection Summary						
HCM 6th Ctrl Delay			15.6			
HCM 6th LOS			B			

Intersection

Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	53	42	39	17	32
Future Vol, veh/h	32	53	42	39	17	32
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	60	48	44	19	36
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.7	7.3	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	0%	35%
Vol Thru, %	62%	52%	0%
Vol Right, %	0%	48%	65%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	85	81	49
LT Vol	32	0	17
Through Vol	53	42	0
RT Vol	0	39	32
Lane Flow Rate	97	92	56
Geometry Grp	1	1	1
Degree of Util (X)	0.112	0.098	0.061
Departure Headway (Hd)	4.176	3.815	3.934
Convergence, Y/N	Yes	Yes	Yes
Cap	856	933	898
Service Time	2.214	1.861	2.013
HCM Lane V/C Ratio	0.113	0.099	0.062
HCM Control Delay	7.7	7.3	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.2

Intersection

Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	59	49	29	16	32
Future Vol, veh/h	32	59	49	29	16	32
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	66	54	32	18	36
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.8	7.3	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	0%	33%
Vol Thru, %	65%	63%	0%
Vol Right, %	0%	37%	67%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	91	78	48
LT Vol	32	0	16
Through Vol	59	49	0
RT Vol	0	29	32
Lane Flow Rate	101	87	53
Geometry Grp	1	1	1
Degree of Util (X)	0.117	0.093	0.058
Departure Headway (Hd)	4.163	3.88	3.921
Convergence, Y/N	Yes	Yes	Yes
Cap	858	919	900
Service Time	2.199	1.925	2.002
HCM Lane V/C Ratio	0.118	0.095	0.059
HCM Control Delay	7.8	7.3	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.2

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	178	174	66	18	34
Future Vol, veh/h	34	178	174	66	18	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	202	198	75	20	39
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.2	9.1	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	0%	35%
Vol Thru, %	84%	72%	0%
Vol Right, %	0%	28%	65%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	212	240	52
LT Vol	34	0	18
Through Vol	178	174	0
RT Vol	0	66	34
Lane Flow Rate	241	273	59
Geometry Grp	1	1	1
Degree of Util (X)	0.294	0.315	0.077
Departure Headway (Hd)	4.391	4.159	4.706
Convergence, Y/N	Yes	Yes	Yes
Cap	824	867	761
Service Time	2.391	2.175	2.734
HCM Lane V/C Ratio	0.292	0.315	0.078
HCM Control Delay	9.2	9.1	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.2	1.4	0.2

Intersection

Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	216	205	47	17	36
Future Vol, veh/h	36	216	205	47	17	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	240	228	52	19	40
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.7	9.4	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	0%	32%
Vol Thru, %	86%	81%	0%
Vol Right, %	0%	19%	68%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	252	252	53
LT Vol	36	0	17
Through Vol	216	205	0
RT Vol	0	47	36
Lane Flow Rate	280	280	59
Geometry Grp	1	1	1
Degree of Util (X)	0.341	0.331	0.078
Departure Headway (Hd)	4.387	4.255	4.793
Convergence, Y/N	Yes	Yes	Yes
Cap	823	848	747
Service Time	2.403	2.271	2.823
HCM Lane V/C Ratio	0.34	0.33	0.079
HCM Control Delay	9.7	9.4	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.5	1.5	0.3

Intersection

Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	185	180	70	20	40
Future Vol, veh/h	40	185	180	70	20	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	201	196	76	22	43
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.3	9.1	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	0%	33%
Vol Thru, %	82%	72%	0%
Vol Right, %	0%	28%	67%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	225	250	60
LT Vol	40	0	20
Through Vol	185	180	0
RT Vol	0	70	40
Lane Flow Rate	245	272	65
Geometry Grp	1	1	1
Degree of Util (X)	0.299	0.315	0.085
Departure Headway (Hd)	4.396	4.178	4.706
Convergence, Y/N	Yes	Yes	Yes
Cap	819	861	762
Service Time	2.411	2.193	2.733
HCM Lane V/C Ratio	0.299	0.316	0.085
HCM Control Delay	9.3	9.1	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	1.4	0.3

Intersection

Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	220	210	50	20	40
Future Vol, veh/h	40	220	210	50	20	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	239	228	54	22	43
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.8	9.4	8.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	0%	33%
Vol Thru, %	85%	81%	0%
Vol Right, %	0%	19%	67%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	260	260	60
LT Vol	40	0	20
Through Vol	220	210	0
RT Vol	0	50	40
Lane Flow Rate	283	283	65
Geometry Grp	1	1	1
Degree of Util (X)	0.346	0.335	0.087
Departure Headway (Hd)	4.41	4.272	4.817
Convergence, Y/N	Yes	Yes	Yes
Cap	817	842	743
Service Time	2.428	2.291	2.848
HCM Lane V/C Ratio	0.346	0.336	0.087
HCM Control Delay	9.8	9.4	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.6	1.5	0.3

Intersection

Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	36	76	25	13	19
Future Vol, veh/h	29	36	76	25	13	19
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	41	87	29	15	22
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.5	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	0%	41%
Vol Thru, %	55%	75%	0%
Vol Right, %	0%	25%	59%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	65	101	32
LT Vol	29	0	13
Through Vol	36	76	0
RT Vol	0	25	19
Lane Flow Rate	75	116	37
Geometry Grp	1	1	1
Degree of Util (X)	0.087	0.126	0.041
Departure Headway (Hd)	4.176	3.906	3.984
Convergence, Y/N	Yes	Yes	Yes
Cap	856	916	886
Service Time	2.211	1.94	2.067
HCM Lane V/C Ratio	0.088	0.127	0.042
HCM Control Delay	7.6	7.5	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.1

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	44	66	24	8	22
Future Vol, veh/h	24	44	66	24	8	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	49	74	27	9	25
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.4	7.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	0%	27%
Vol Thru, %	65%	73%	0%
Vol Right, %	0%	27%	73%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	68	90	30
LT Vol	24	0	8
Through Vol	44	66	0
RT Vol	0	24	22
Lane Flow Rate	76	101	34
Geometry Grp	1	1	1
Degree of Util (X)	0.088	0.109	0.036
Departure Headway (Hd)	4.14	3.89	3.851
Convergence, Y/N	Yes	Yes	Yes
Cap	865	920	918
Service Time	2.168	1.919	1.924
HCM Lane V/C Ratio	0.088	0.11	0.037
HCM Control Delay	7.6	7.4	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.1

Intersection

Intersection Delay, s/veh 9
Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	157	224	27	16	21
Future Vol, veh/h	31	157	224	27	16	21
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	180	257	31	18	24
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.9	9.2	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	0%	43%
Vol Thru, %	84%	89%	0%
Vol Right, %	0%	11%	57%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	188	251	37
LT Vol	31	0	16
Through Vol	157	224	0
RT Vol	0	27	21
Lane Flow Rate	216	289	43
Geometry Grp	1	1	1
Degree of Util (X)	0.256	0.329	0.056
Departure Headway (Hd)	4.259	4.107	4.763
Convergence, Y/N	Yes	Yes	Yes
Cap	830	863	757
Service Time	2.359	2.199	2.763
HCM Lane V/C Ratio	0.26	0.335	0.057
HCM Control Delay	8.9	9.2	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	1.4	0.2

Intersection

Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	194	236	28	14	26
Future Vol, veh/h	28	194	236	28	14	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	218	265	31	16	29
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.3	9.5	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	0%	35%
Vol Thru, %	87%	89%	0%
Vol Right, %	0%	11%	65%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	222	264	40
LT Vol	28	0	14
Through Vol	194	236	0
RT Vol	0	28	26
Lane Flow Rate	249	297	45
Geometry Grp	1	1	1
Degree of Util (X)	0.303	0.35	0.06
Departure Headway (Hd)	4.37	4.242	4.785
Convergence, Y/N	Yes	Yes	Yes
Cap	826	851	748
Service Time	2.378	2.249	2.814
HCM Lane V/C Ratio	0.301	0.349	0.06
HCM Control Delay	9.3	9.5	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	1.6	0.2

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	160	230	30	20	25
Future Vol, veh/h	35	160	230	30	20	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	174	250	33	22	27
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.9	9.3	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	0%	44%
Vol Thru, %	82%	88%	0%
Vol Right, %	0%	12%	56%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	195	260	45
LT Vol	35	0	20
Through Vol	160	230	0
RT Vol	0	30	25
Lane Flow Rate	212	283	49
Geometry Grp	1	1	1
Degree of Util (X)	0.257	0.331	0.065
Departure Headway (Hd)	4.368	4.214	4.753
Convergence, Y/N	Yes	Yes	Yes
Cap	825	859	754
Service Time	2.383	2.214	2.778
HCM Lane V/C Ratio	0.257	0.329	0.065
HCM Control Delay	8.9	9.3	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	1.5	0.2

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	200	240	30	15	30
Future Vol, veh/h	30	200	240	30	15	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	217	261	33	16	33
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.3	9.5	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	0%	33%
Vol Thru, %	87%	89%	0%
Vol Right, %	0%	11%	67%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	230	270	45
LT Vol	30	0	15
Through Vol	200	240	0
RT Vol	0	30	30
Lane Flow Rate	250	293	49
Geometry Grp	1	1	1
Degree of Util (X)	0.304	0.346	0.065
Departure Headway (Hd)	4.371	4.242	4.768
Convergence, Y/N	Yes	Yes	Yes
Cap	825	851	751
Service Time	2.386	2.257	2.795
HCM Lane V/C Ratio	0.303	0.344	0.065
HCM Control Delay	9.3	9.5	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	1.6	0.2

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	922	13	14	269	0	27
Future Vol, veh/h	922	13	14	269	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1024	14	16	299	0	30
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1038	0	-	1024
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	670	-	0	286
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	670	-	-	286
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		19.1	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	286	-	-	670	-	
HCM Lane V/C Ratio	0.105	-	-	0.023	-	
HCM Control Delay (s)	19.1	-	-	10.5	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	327	19	144	604	3	128
Future Vol, veh/h	327	19	144	604	3	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	330	19	145	610	3	129
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	349	0	1230	330
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	900	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1210	-	196	712
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	397	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	172	712
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	349	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		11.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	712	-	-	1210	-	
HCM Lane V/C Ratio	0.182	-	-	0.12	-	
HCM Control Delay (s)	11.2	-	-	8.4	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.7	-	-	0.4	-	

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	970	22	30	299	0	93
Future Vol, veh/h	970	22	30	299	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1078	24	33	332	0	103
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1102	0	-	1078
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	633	-	0	266
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	633	-	-	266
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		26.9	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	266	-	-	633	-	
HCM Lane V/C Ratio	0.388	-	-	0.053	-	
HCM Control Delay (s)	26.9	-	-	11	-	
HCM Lane LOS	D	-	-	B	-	
HCM 95th %tile Q(veh)	1.8	-	-	0.2	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	379	45	195	665	3	182
Future Vol, veh/h	379	45	195	665	3	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	383	45	197	672	3	184
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	428	0	1449	383
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	1066	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1131	-	144	664
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1131	-	119	664
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	273	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		12.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	664	-	-	1131	-	
HCM Lane V/C Ratio	0.277	-	-	0.174	-	
HCM Control Delay (s)	12.5	-	-	8.9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.1	-	-	0.6	-	

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	1020	25	30	315	0	95
Future Vol, veh/h	1020	25	30	315	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1109	27	33	342	0	103
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1136	0	-	1109
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	615	-	0	255
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	615	-	-	255
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		28.4	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	255	-	-	615	-	
HCM Lane V/C Ratio	0.405	-	-	0.053	-	
HCM Control Delay (s)	28.4	-	-	11.2	-	
HCM Lane LOS	D	-	-	B	-	
HCM 95th %tile Q(veh)	1.9	-	-	0.2	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	400	50	205	700	5	190
Future Vol, veh/h	400	50	205	700	5	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	404	51	207	707	5	192
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	455	0	1525	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	1121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1106	-	130	647
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1106	-	106	647
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	253	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		12.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	647	-	-	1106	-	
HCM Lane V/C Ratio	0.297	-	-	0.187	-	
HCM Control Delay (s)	12.9	-	-	9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.2	-	-	0.7	-	

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	35	3	7	78	9	1	4	14	10	2	19
Future Vol, veh/h	12	35	3	7	78	9	1	4	14	10	2	19
Conflicting Peds, #/hr	6	0	2	6	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	39	3	8	87	10	1	4	16	11	2	21
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	48	0	0	194	192	48	192	188	99
Stage 1	-	-	-	-	-	-	73	73	-	114	114	-
Stage 2	-	-	-	-	-	-	121	119	-	78	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1559	-	-	765	703	1021	768	707	957
Stage 1	-	-	-	-	-	-	937	834	-	891	801	-
Stage 2	-	-	-	-	-	-	883	797	-	931	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1550	-	-	734	685	1014	740	689	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	685	-	740	689	-
Stage 1	-	-	-	-	-	-	923	821	-	878	792	-
Stage 2	-	-	-	-	-	-	856	788	-	903	821	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.5			9			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	734	916	1480	-	-	1550	-	-	852			
HCM Lane V/C Ratio	0.002	0.022	0.009	-	-	0.005	-	-	0.04			
HCM Control Delay (s)	9.9	9	7.5	0	-	7.3	0	-	9.4			
HCM Lane LOS	A	A	A	A	-	A	A	-	A			
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0	-	-	0.1			

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	15	38	5	20	76	21	6	1	8	16	5	10
Future Vol, veh/h	15	38	5	20	76	21	6	1	8	16	5	10
Conflicting Peds, #/hr	2	0	5	5	0	2	3	0	4	4	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	44	6	23	88	24	7	1	9	19	6	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	55	0	0	244	246	56	238	237	105
Stage 1	-	-	-	-	-	-	86	86	-	148	148	-
Stage 2	-	-	-	-	-	-	158	160	-	90	89	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1550	-	-	710	656	1011	716	664	949
Stage 1	-	-	-	-	-	-	922	824	-	855	775	-
Stage 2	-	-	-	-	-	-	844	766	-	917	821	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1472	-	-	1543	-	-	677	633	1002	690	641	944
Mov Cap-2 Maneuver	-	-	-	-	-	-	677	633	-	690	641	-
Stage 1	-	-	-	-	-	-	906	810	-	843	761	-
Stage 2	-	-	-	-	-	-	812	752	-	893	807	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			1.3			9.5			10.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	677	941	1472	-	-	1543	-	-	746			
HCM Lane V/C Ratio	0.01	0.011	0.012	-	-	0.015	-	-	0.048			
HCM Control Delay (s)	10.4	8.9	7.5	0	-	7.4	0	-	10.1			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.2			

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	24	127	23	30	124	26	52	4	74	35	2	83
Future Vol, veh/h	24	127	23	30	124	26	52	4	74	35	2	83
Conflicting Peds, #/hr	6	0	2	6	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	141	26	33	138	29	58	4	82	39	2	92
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	173	0	0	481	453	161	477	452	160
Stage 1	-	-	-	-	-	-	214	214	-	225	225	-
Stage 2	-	-	-	-	-	-	267	239	-	252	227	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1404	-	-	1404	-	-	495	503	884	498	503	885
Stage 1	-	-	-	-	-	-	788	725	-	778	718	-
Stage 2	-	-	-	-	-	-	738	708	-	752	716	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1396	-	-	1396	-	-	423	474	878	429	474	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	474	-	429	474	-
Stage 1	-	-	-	-	-	-	767	705	-	757	695	-
Stage 2	-	-	-	-	-	-	641	685	-	662	697	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.3			11.8			11.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	423	841	1396	-	-	1396	-	-	666			
HCM Lane V/C Ratio	0.137	0.103	0.019	-	-	0.024	-	-	0.2			
HCM Control Delay (s)	14.9	9.8	7.6	0	-	7.6	0	-	11.8			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0.5	0.3	0.1	-	-	0.1	-	-	0.7			

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	54	110	54	78	174	74	42	1	50	36	5	53
Future Vol, veh/h	54	110	54	78	174	74	42	1	50	36	5	53
Conflicting Peds, #/hr	2	0	5	5	0	2	3	0	4	4	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	128	63	91	202	86	49	1	58	42	6	62
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	196	0	0	755	763	169	748	751	250
Stage 1	-	-	-	-	-	-	291	291	-	429	429	-
Stage 2	-	-	-	-	-	-	464	472	-	319	322	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1272	-	-	1377	-	-	325	334	875	329	340	789
Stage 1	-	-	-	-	-	-	717	672	-	604	584	-
Stage 2	-	-	-	-	-	-	578	559	-	693	651	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1270	-	-	1370	-	-	263	288	868	274	293	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	288	-	274	293	-
Stage 1	-	-	-	-	-	-	674	631	-	569	536	-
Stage 2	-	-	-	-	-	-	483	513	-	607	611	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			1.9			15.1			16		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	263	835	1270	-	-	1370	-	-	435			
HCM Lane V/C Ratio	0.186	0.071	0.049	-	-	0.066	-	-	0.251			
HCM Control Delay (s)	21.8	9.6	8	0	-	7.8	0	-	16			
HCM Lane LOS	C	A	A	A	-	A	A	-	C			
HCM 95th %tile Q(veh)	0.7	0.2	0.2	-	-	0.2	-	-	1			

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	25	130	25	35	130	30	55	5	75	40	5	85
Future Vol, veh/h	25	130	25	35	130	30	55	5	75	40	5	85
Conflicting Peds, #/hr	6	0	2	6	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	141	27	38	141	33	60	5	82	43	5	92
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	174	0	0	498	471	162	493	468	165
Stage 1	-	-	-	-	-	-	215	215	-	240	240	-
Stage 2	-	-	-	-	-	-	283	256	-	253	228	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1403	-	-	483	491	883	486	493	879
Stage 1	-	-	-	-	-	-	787	725	-	763	707	-
Stage 2	-	-	-	-	-	-	724	696	-	751	715	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1388	-	-	1395	-	-	409	460	877	417	462	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	460	-	417	462	-
Stage 1	-	-	-	-	-	-	765	705	-	742	682	-
Stage 2	-	-	-	-	-	-	622	671	-	660	695	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.4			12			12.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	409	830	1388	-	-	1395	-	-	637			
HCM Lane V/C Ratio	0.146	0.105	0.02	-	-	0.027	-	-	0.222			
HCM Control Delay (s)	15.3	9.8	7.6	0	-	7.7	0	-	12.3			
HCM Lane LOS	C	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0.5	0.3	0.1	-	-	0.1	-	-	0.8			

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	55	115	55	80	180	75	45	5	55	40	5	55
Future Vol, veh/h	55	115	55	80	180	75	45	5	55	40	5	55
Conflicting Peds, #/hr	2	0	5	5	0	2	3	0	4	4	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	125	60	87	196	82	49	5	60	43	5	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	190	0	0	727	734	164	725	723	242
Stage 1	-	-	-	-	-	-	280	280	-	413	413	-
Stage 2	-	-	-	-	-	-	447	454	-	312	310	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1283	-	-	1384	-	-	339	347	881	340	352	797
Stage 1	-	-	-	-	-	-	727	679	-	616	594	-
Stage 2	-	-	-	-	-	-	591	569	-	699	659	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1281	-	-	1377	-	-	278	302	873	281	306	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	302	-	281	306	-
Stage 1	-	-	-	-	-	-	685	640	-	582	548	-
Stage 2	-	-	-	-	-	-	499	525	-	609	621	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			1.9			14.7			15.9		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	278	754	1281	-	-	1377	-	-	439
HCM Lane V/C Ratio	0.176	0.086	0.047	-	-	0.063	-	-	0.248
HCM Control Delay (s)	20.7	10.2	7.9	0	-	7.8	0	-	15.9
HCM Lane LOS	C	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0.3	0.1	-	-	0.2	-	-	1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	935	13	51	294	8	67
Future Vol, veh/h	935	13	51	294	8	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1016	14	55	320	9	73
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1030	0	1446	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	674	-	145	0
Stage 1	-	-	-	-	350	0
Stage 2	-	-	-	-	656	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	674	-	133	-
Mov Cap-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	602	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		19.5	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	257		-	-	-	674
HCM Lane V/C Ratio	0.034		-	-	-	0.082
HCM Control Delay (s)	19.5		0	-	-	10.8
HCM Lane LOS	C		A	-	-	B
HCM 95th %tile Q(veh)	0.1		-	-	-	0.3

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	406	11	168	792	8	95
Future Vol, veh/h	406	11	168	792	8	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	446	12	185	870	9	104
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	458	0	1686	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	1240	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	1103	-	103	0
Stage 1	-	-	-	-	645	0
Stage 2	-	-	-	-	273	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1103	-	86	-
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	227	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		25.9	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	-	1103	-
HCM Lane V/C Ratio	0.049	-	-	-	0.167	-
HCM Control Delay (s)	25.9	0	-	-	8.9	-
HCM Lane LOS	D	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	1047	14	136	341	8	247
Future Vol, veh/h	1047	14	136	341	8	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1138	15	148	371	9	268
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	1805	-
Stage 1	-	-	-	-	1138	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	606	-	87	0
Stage 1	-	-	-	-	306	0
Stage 2	-	-	-	-	510	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	606	-	66	-
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	386	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.7		25.4	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	185		-	-	-	606
HCM Lane V/C Ratio	0.047		-	-	-	0.244
HCM Control Delay (s)	25.4		0	-	-	12.8
HCM Lane LOS	D		A	-	-	B
HCM 95th %tile Q(veh)	0.1		-	-	-	1

Intersection

Int Delay, s/veh 2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	511	11	379	905	8	229
Future Vol, veh/h	511	11	379	905	8	229
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	562	12	416	995	9	252

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	574
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	999
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	999
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	64.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	-	-	-	999	-
HCM Lane V/C Ratio	0.127	-	-	-	0.417	-
HCM Control Delay (s)	64.7	0	-	-	11.2	-
HCM Lane LOS	F	A	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	-	2.1	-

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	1100	15	140	360	10	250
Future Vol, veh/h	1100	15	140	360	10	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1196	16	152	391	11	272

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1212
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	576
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	576
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	172	-	-	-	576	-
HCM Lane V/C Ratio	0.063	-	-	-	0.264	-
HCM Control Delay (s)	27.3	0	-	-	13.5	-
HCM Lane LOS	D	A	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	-

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	535	15	390	950	10	235
Future Vol, veh/h	535	15	390	950	10	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	582	16	424	1033	11	255

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	598
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	979
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	979
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	72.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	64	-	-	-	979	-
HCM Lane V/C Ratio	0.17	-	-	-	0.433	-
HCM Control Delay (s)	72.4	0	-	-	11.5	-
HCM Lane LOS	F	A	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	-	2.2	-

Timings
11: 8th Street & Midland Avenue

2022 Adjusted Existing AM

11/22/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	42	152	204	121	480	366
Future Volume (vph)	42	152	204	121	480	366
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	20.0	20.0	3.0	20.0
Minimum Split (s)	30.0	30.0	30.0	30.0	12.0	25.0
Total Split (s)	30.0	30.0	45.0	45.0	20.0	65.0
Total Split (%)	31.6%	31.6%	47.4%	47.4%	21.1%	68.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	8.2	8.2	41.9	41.9	60.0	60.0
Actuated g/C Ratio	0.10	0.10	0.54	0.54	0.77	0.77
v/c Ratio	0.26	0.54	0.23	0.15	0.61	0.29
Control Delay	35.7	12.4	11.2	2.6	6.5	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	12.4	11.2	2.6	6.5	3.5
LOS	D	B	B	A	A	A
Approach Delay	17.4		8.0			5.2
Approach LOS	B		A			A

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 78.2

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 7.6

Intersection LOS: A

Intersection Capacity Utilization 61.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: 8th Street & Midland Avenue



HCM 6th Signalized Intersection Summary

11: 8th Street & Midland Avenue

2022 Adjusted Existing AM
11/22/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	152	204	121	480	366
Future Volume (veh/h)	42	152	204	121	480	366
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	0	234	139	552	421
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105		1111	942	896	1508
Arrive On Green	0.06	0.00	0.59	0.59	0.14	0.81
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	48	0	234	139	552	421
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	1.9	0.0	4.3	2.9	7.8	4.2
Cycle Q Clear(g_c), s	1.9	0.0	4.3	2.9	7.8	4.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	105		1111	942	896	1508
V/C Ratio(X)	0.46		0.21	0.15	0.62	0.28
Avail Cap(c_a), veh/h	599		1111	942	997	1508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	7.0	6.7	3.5	1.8
Incr Delay (d2), s/veh	3.0	0.0	0.4	0.3	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.6	0.9	1.8	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.9	0.0	7.4	7.0	4.5	2.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	48		373			973
Approach Delay, s/veh	36.9		7.3			3.5
Approach LOS	D		A			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		9.4	15.8	49.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		60.0		25.0	15.0	40.0
Max Q Clear Time (g_c+l1), s		6.2		3.9	9.8	6.3
Green Ext Time (p_c), s		3.0		0.1	1.0	1.9
Intersection Summary						
HCM 6th Ctrl Delay			5.7			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
11: 8th Street & Midland Avenue

2022 Adjusted Existing PM
11/22/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	434	447	64	244	246
Future Volume (vph)	54	434	447	64	244	246
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	20.0	20.0	3.0	20.0
Minimum Split (s)	30.0	30.0	30.0	30.0	12.0	25.0
Total Split (s)	30.0	30.0	45.0	45.0	20.0	65.0
Total Split (%)	31.6%	31.6%	47.4%	47.4%	21.1%	68.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	10.1	10.1	46.0	46.0	60.2	60.2
Actuated g/C Ratio	0.13	0.13	0.57	0.57	0.75	0.75
v/c Ratio	0.26	0.77	0.45	0.07	0.41	0.19
Control Delay	33.9	12.6	13.2	4.6	5.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	12.6	13.2	4.6	5.6	3.9
LOS	C	B	B	A	A	A
Approach Delay	15.0		12.2			4.8
Approach LOS	B		B			A

Intersection Summary

Cycle Length: 95	
Actuated Cycle Length: 80.4	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: 8th Street & Midland Avenue



HCM 6th Signalized Intersection Summary
11: 8th Street & Midland Avenue

2022 Adjusted Existing PM
11/22/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	54	434	447	64	244	246
Future Volume (veh/h)	54	434	447	64	244	246
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	0	481	69	262	265
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	117		1233	1045	694	1498
Arrive On Green	0.07	0.00	0.66	0.66	0.07	0.80
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	58	0	481	69	262	265
Grp Sat Flow(s), veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	2.4	0.0	8.8	1.2	3.1	2.5
Cycle Q Clear(g_c), s	2.4	0.0	8.8	1.2	3.1	2.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	117		1233	1045	694	1498
V/C Ratio(X)	0.50		0.39	0.07	0.38	0.18
Avail Cap(c_a), veh/h	595		1233	1045	917	1498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	5.8	4.5	3.6	1.7
Incr Delay (d2), s/veh	3.2	0.0	0.9	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.0	0.3	0.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.1	0.0	6.8	4.7	4.0	2.0
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	58		550			527
Approach Delay, s/veh	37.1		6.5			3.0
Approach LOS	D		A			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		9.9	10.6	54.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		60.0		25.0	15.0	40.0
Max Q Clear Time (g_c+l1), s		4.5		4.4	5.1	10.8
Green Ext Time (p_c), s		1.7		0.1	0.5	3.6
Intersection Summary						
HCM 6th Ctrl Delay			6.4			
HCM 6th LOS			A			
Notes						
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.						

Timings
11: 8th Street & Midland Avenue

2030 Total AM
11/22/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	245	241	126	683	449
Future Volume (vph)	44	245	241	126	683	449
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	20.0	20.0	3.0	20.0
Minimum Split (s)	30.0	30.0	30.0	30.0	12.0	25.0
Total Split (s)	30.0	30.0	45.0	45.0	20.0	65.0
Total Split (%)	31.6%	31.6%	47.4%	47.4%	21.1%	68.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	8.7	8.7	40.0	40.0	60.1	60.1
Actuated g/C Ratio	0.11	0.11	0.51	0.51	0.76	0.76
v/c Ratio	0.26	0.66	0.29	0.17	0.91	0.36
Control Delay	35.2	12.6	12.7	2.7	22.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	12.6	12.7	2.7	22.6	4.2
LOS	D	B	B	A	C	A
Approach Delay	16.1		9.3			15.3
Approach LOS	B		A			B

Intersection Summary

Cycle Length: 95	
Actuated Cycle Length: 78.8	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: 8th Street & Midland Avenue



HCM 6th Signalized Intersection Summary
11: 8th Street & Midland Avenue

2030 Total AM
11/22/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	245	241	126	683	449
Future Volume (veh/h)	44	245	241	126	683	449
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	0	277	145	785	516
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	109		1003	850	895	1505
Arrive On Green	0.06	0.00	0.54	0.54	0.20	0.80
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	51	0	277	145	785	516
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	2.1	0.0	6.0	3.5	13.8	5.5
Cycle Q Clear(g_c), s	2.1	0.0	6.0	3.5	13.8	5.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	109		1003	850	895	1505
V/C Ratio(X)	0.47		0.28	0.17	0.88	0.34
Avail Cap(c_a), veh/h	597		1003	850	895	1505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	9.4	8.8	6.0	2.0
Incr Delay (d2), s/veh	3.1	0.0	0.7	0.4	9.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.4	1.2	5.2	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.9	0.0	10.1	9.3	15.9	2.6
LnGrp LOS	D		B	A	B	A
Approach Vol, veh/h	51		422			1301
Approach Delay, s/veh	36.9		9.8			10.6
Approach LOS	D		A			B
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	65.0		9.6		20.0	45.0
Change Period (Y+Rc), s	5.0		5.0		5.0	5.0
Max Green Setting (Gmax), s	60.0		25.0		15.0	40.0
Max Q Clear Time (g_c+l1), s	7.5		4.1		15.8	8.0
Green Ext Time (p_c), s	3.9		0.1		0.0	2.2
Intersection Summary						
HCM 6th Ctrl Delay	11.2					
HCM 6th LOS	B					

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
11: 8th Street & Midland Avenue

2030 Total PM
11/22/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	654	551	67	409	323
Future Volume (vph)	56	654	551	67	409	323
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	20.0	20.0	3.0	20.0
Minimum Split (s)	30.0	30.0	30.0	30.0	12.0	25.0
Total Split (s)	30.0	30.0	45.0	45.0	20.0	65.0
Total Split (%)	31.6%	31.6%	47.4%	47.4%	21.1%	68.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	23.9	23.9	40.0	40.0	60.1	60.1
Actuated g/C Ratio	0.25	0.25	0.43	0.43	0.64	0.64
v/c Ratio	0.13	0.98	0.75	0.10	0.99	0.29
Control Delay	27.8	44.1	30.1	8.0	58.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	44.1	30.1	8.0	58.7	8.5
LOS	C	D	C	A	E	A
Approach Delay	42.8		27.7			36.6
Approach LOS	D		C			D

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 94

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 36.1

Intersection LOS: D

Intersection Capacity Utilization 77.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 11: 8th Street & Midland Avenue



HCM 6th Signalized Intersection Summary
11: 8th Street & Midland Avenue

2030 Total PM
11/22/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	56	654	551	67	409	323
Future Volume (veh/h)	56	654	551	67	409	323
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	0	592	72	440	347
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	119		1153	977	643	1496
Arrive On Green	0.07	0.00	0.62	0.62	0.12	0.80
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	60	0	592	72	440	347
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	2.4	0.0	13.3	1.4	5.9	3.4
Cycle Q Clear(g_c), s	2.4	0.0	13.3	1.4	5.9	3.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	119		1153	977	643	1496
V/C Ratio(X)	0.51		0.51	0.07	0.68	0.23
Avail Cap(c_a), veh/h	594		1153	977	791	1496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	8.1	5.8	6.5	1.8
Incr Delay (d2), s/veh	3.3	0.0	1.6	0.1	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.9	0.4	1.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.1	0.0	9.7	5.9	8.3	2.2
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	60		664			787
Approach Delay, s/veh	37.1		9.3			5.6
Approach LOS	D		A			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		10.0	13.8	51.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		60.0		25.0	15.0	40.0
Max Q Clear Time (g_c+l1), s		5.4		4.4	7.9	15.3
Green Ext Time (p_c), s		2.4		0.1	0.9	4.5
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			
Notes						
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.						

Timings
11: 8th Street & Midland Avenue

2040 Total AM
11/28/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	255	255	135	710	470
Future Volume (vph)	50	255	255	135	710	470
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	20.0	20.0	3.0	20.0
Minimum Split (s)	30.0	30.0	30.0	30.0	12.0	25.0
Total Split (s)	30.0	30.0	45.0	45.0	20.0	65.0
Total Split (%)	31.6%	31.6%	47.4%	47.4%	21.1%	68.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	8.7	8.7	40.0	40.0	60.1	60.1
Actuated g/C Ratio	0.11	0.11	0.51	0.51	0.76	0.76
v/c Ratio	0.28	0.66	0.29	0.17	0.89	0.36
Control Delay	35.5	12.5	12.7	2.7	20.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	12.5	12.7	2.7	20.8	4.2
LOS	D	B	B	A	C	A
Approach Delay	16.3		9.2			14.2
Approach LOS	B		A			B

Intersection Summary

Cycle Length: 95	
Actuated Cycle Length: 78.8	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: 8th Street & Midland Avenue



HCM 6th Signalized Intersection Summary
11: 8th Street & Midland Avenue

2040 Total AM
11/28/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	255	255	135	710	470
Future Volume (veh/h)	50	255	255	135	710	470
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	0	277	147	772	511
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112		1001	849	892	1502
Arrive On Green	0.06	0.00	0.54	0.54	0.20	0.80
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	54	0	277	147	772	511
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	2.2	0.0	6.0	3.5	13.6	5.5
Cycle Q Clear(g_c), s	2.2	0.0	6.0	3.5	13.6	5.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	112		1001	849	892	1502
V/C Ratio(X)	0.48		0.28	0.17	0.87	0.34
Avail Cap(c_a), veh/h	596		1001	849	892	1502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	9.5	8.9	5.9	2.0
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.4	8.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.4	1.2	4.9	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.0	0.0	10.2	9.3	14.8	2.6
LnGrp LOS	D		B	A	B	A
Approach Vol, veh/h	54		424			1283
Approach Delay, s/veh	37.0		9.9			10.0
Approach LOS	D		A			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	65.0		9.7		20.0	45.0
Change Period (Y+Rc), s	5.0		5.0		5.0	5.0
Max Green Setting (Gmax), s	60.0		25.0		15.0	40.0
Max Q Clear Time (g_c+l1), s	7.5		4.2		15.6	8.0
Green Ext Time (p_c), s	3.8		0.1		0.0	2.2
Intersection Summary						
HCM 6th Ctrl Delay			10.8			
HCM 6th LOS			B			
Notes						

Timings
11: 8th Street & Midland Avenue

2040 Total PM
11/28/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	60	680	575	70	425	340
Future Volume (vph)	60	680	575	70	425	340
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	20.0	20.0	3.0	20.0
Minimum Split (s)	30.0	30.0	30.0	30.0	12.0	25.0
Total Split (s)	30.0	30.0	45.0	45.0	20.0	65.0
Total Split (%)	31.6%	31.6%	47.4%	47.4%	21.1%	68.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	25.0	25.0	40.0	40.0	60.0	60.0
Actuated g/C Ratio	0.26	0.26	0.42	0.42	0.63	0.63
v/c Ratio	0.14	1.02	0.79	0.11	1.10	0.31
Control Delay	27.9	54.3	32.7	8.2	94.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	54.3	32.7	8.2	94.8	8.9
LOS	C	D	C	A	F	A
Approach Delay	52.1		30.0			56.6
Approach LOS	D		C			E

Intersection Summary

Cycle Length: 95	
Actuated Cycle Length: 95	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 47.1	Intersection LOS: D
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: 8th Street & Midland Avenue



HCM 6th Signalized Intersection Summary
11: 8th Street & Midland Avenue

2040 Total PM
11/28/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	680	575	70	425	340
Future Volume (veh/h)	60	680	575	70	425	340
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	0	618	75	457	366
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	123		1140	966	626	1492
Arrive On Green	0.07	0.00	0.61	0.61	0.12	0.80
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	65	0	618	75	457	366
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	2.7	0.0	14.5	1.5	6.3	3.7
Cycle Q Clear(g_c), s	2.7	0.0	14.5	1.5	6.3	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	123		1140	966	626	1492
V/C Ratio(X)	0.53		0.54	0.08	0.73	0.25
Avail Cap(c_a), veh/h	592		1140	966	764	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	8.6	6.0	7.6	1.9
Incr Delay (d2), s/veh	3.5	0.0	1.9	0.2	2.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.4	0.5	2.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.3	0.0	10.4	6.2	10.4	2.3
LnGrp LOS	D		B	A	B	A
Approach Vol, veh/h	65		693			823
Approach Delay, s/veh	37.3		10.0			6.8
Approach LOS	D		A			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	65.0		10.2		14.2	50.8
Change Period (Y+Rc), s	5.0		5.0		5.0	5.0
Max Green Setting (Gmax), s	60.0		25.0		15.0	40.0
Max Q Clear Time (g_c+l1), s	5.7		4.7		8.3	16.5
Green Ext Time (p_c), s	2.5		0.1		0.9	4.7
Intersection Summary						
HCM 6th Ctrl Delay			9.4			
HCM 6th LOS			A			
Notes						

Intersection

Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	88	24	193	158	41
Future Vol, veh/h	248	88	24	193	158	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	267	95	26	208	170	44
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.8	10.4	10.9
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	79%	0%	11%
Vol Thru, %	0%	74%	89%
Vol Right, %	21%	26%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	199	336	217
LT Vol	158	0	24
Through Vol	0	248	193
RT Vol	41	88	0
Lane Flow Rate	214	361	233
Geometry Grp	1	1	1
Degree of Util (X)	0.316	0.466	0.321
Departure Headway (Hd)	5.318	4.645	4.956
Convergence, Y/N	Yes	Yes	Yes
Cap	670	770	719
Service Time	3.405	2.709	3.031
HCM Lane V/C Ratio	0.319	0.469	0.324
HCM Control Delay	10.9	11.8	10.4
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.4	2.5	1.4

Intersection

Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	199	66	11	189	210	44
Future Vol, veh/h	199	66	11	189	210	44
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	75	13	215	239	50
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.3	10.6	12.1
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	83%	0%	6%
Vol Thru, %	0%	75%	94%
Vol Right, %	17%	25%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	254	265	200
LT Vol	210	0	11
Through Vol	0	199	189
RT Vol	44	66	0
Lane Flow Rate	289	301	227
Geometry Grp	1	1	1
Degree of Util (X)	0.42	0.406	0.321
Departure Headway (Hd)	5.233	4.851	5.091
Convergence, Y/N	Yes	Yes	Yes
Cap	681	735	698
Service Time	3.327	2.936	3.185
HCM Lane V/C Ratio	0.424	0.41	0.325
HCM Control Delay	12.1	11.3	10.6
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2.1	2	1.4

Intersection

Intersection Delay, s/veh	19.7
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	441	92	25	288	164	43
Future Vol, veh/h	441	92	25	288	164	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	474	99	27	310	176	46
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	25.6	14.1	13.1
HCM LOS	D	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	79%	0%	8%
Vol Thru, %	0%	83%	92%
Vol Right, %	21%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	207	533	313
LT Vol	164	0	25
Through Vol	0	441	288
RT Vol	43	92	0
Lane Flow Rate	223	573	337
Geometry Grp	1	1	1
Degree of Util (X)	0.384	0.805	0.511
Departure Headway (Hd)	6.206	5.058	5.465
Convergence, Y/N	Yes	Yes	Yes
Cap	579	716	660
Service Time	4.258	3.096	3.51
HCM Lane V/C Ratio	0.385	0.8	0.511
HCM Control Delay	13.1	25.6	14.1
HCM Lane LOS	B	D	B
HCM 95th-tile Q	1.8	8.3	2.9

Intersection

Intersection Delay, s/veh	22.5
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	362	69	11	399	219	46
Future Vol, veh/h	362	69	11	399	219	46
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	411	78	13	453	249	52
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	24.7	23.7	17
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	83%	0%	3%
Vol Thru, %	0%	84%	97%
Vol Right, %	17%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	265	431	410
LT Vol	219	0	11
Through Vol	0	362	399
RT Vol	46	69	0
Lane Flow Rate	301	490	466
Geometry Grp	1	1	1
Degree of Util (X)	0.541	0.764	0.743
Departure Headway (Hd)	6.469	5.615	5.741
Convergence, Y/N	Yes	Yes	Yes
Cap	554	642	624
Service Time	4.553	3.694	3.82
HCM Lane V/C Ratio	0.543	0.763	0.747
HCM Control Delay	17	24.7	23.7
HCM Lane LOS	C	C	C
HCM 95th-tile Q	3.2	7	6.5

Intersection

Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	455	100	30	300	175	45
Future Vol, veh/h	455	100	30	300	175	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	108	32	323	188	48
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	30.9	15.3	13.9
HCM LOS	D	C	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	80%	0%	9%
Vol Thru, %	0%	82%	91%
Vol Right, %	20%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	220	555	330
LT Vol	175	0	30
Through Vol	0	455	300
RT Vol	45	100	0
Lane Flow Rate	237	597	355
Geometry Grp	1	1	1
Degree of Util (X)	0.416	0.855	0.55
Departure Headway (Hd)	6.333	5.155	5.583
Convergence, Y/N	Yes	Yes	Yes
Cap	568	698	642
Service Time	4.394	3.201	3.637
HCM Lane V/C Ratio	0.417	0.855	0.553
HCM Control Delay	13.9	30.9	15.3
HCM Lane LOS	B	D	C
HCM 95th-tile Q	2	9.9	3.4

Intersection

Intersection Delay, s/veh	22.3
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	375	75	15	410	230	50
Future Vol, veh/h	375	75	15	410	230	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	408	82	16	446	250	54
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	24.6	23.4	17.1
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	82%	0%	4%
Vol Thru, %	0%	83%	96%
Vol Right, %	18%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	280	450	425
LT Vol	230	0	15
Through Vol	0	375	410
RT Vol	50	75	0
Lane Flow Rate	304	489	462
Geometry Grp	1	1	1
Degree of Util (X)	0.546	0.763	0.738
Departure Headway (Hd)	6.456	5.615	5.75
Convergence, Y/N	Yes	Yes	Yes
Cap	554	641	624
Service Time	4.54	3.696	3.832
HCM Lane V/C Ratio	0.549	0.763	0.74
HCM Control Delay	17.1	24.6	23.4
HCM Lane LOS	C	C	C
HCM 95th-tile Q	3.3	7	6.4

Intersection

Intersection Delay, s/veh 10.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	202	67	49	150	55	51	23	32	39	37	16
Future Vol, veh/h	27	202	67	49	150	55	51	23	32	39	37	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	220	73	53	163	60	55	25	35	42	40	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	11.3			10.7			9.7			9.6		
HCM LOS	B			B			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	9%	19%	42%
Vol Thru, %	22%	68%	59%	40%
Vol Right, %	30%	23%	22%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	106	296	254	92
LT Vol	51	27	49	39
Through Vol	23	202	150	37
RT Vol	32	67	55	16
Lane Flow Rate	115	322	276	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.422	0.368	0.155
Departure Headway (Hd)	5.491	4.722	4.799	5.584
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	753	740	646
Service Time	3.495	2.815	2.895	3.589
HCM Lane V/C Ratio	0.175	0.428	0.373	0.155
HCM Control Delay	9.7	11.3	10.7	9.6
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.6	2.1	1.7	0.5

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	168	55	23	154	67	33	10	38	32	33	17
Future Vol, veh/h	19	168	55	23	154	67	33	10	38	32	33	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	195	64	27	179	78	38	12	44	37	38	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		1					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		1		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	1		1		1		1					
HCM Control Delay	10.3		10.3		9.1		9.3					
HCM LOS	B		B		A		A					

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	8%	9%	39%
Vol Thru, %	12%	69%	63%	40%
Vol Right, %	47%	23%	27%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	242	244	82
LT Vol	33	19	23	32
Through Vol	10	168	154	33
RT Vol	38	55	67	17
Lane Flow Rate	94	281	284	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.135	0.362	0.363	0.14
Departure Headway (Hd)	5.153	4.629	4.604	5.303
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	771	777	669
Service Time	3.24	2.691	2.664	3.39
HCM Lane V/C Ratio	0.136	0.364	0.366	0.142
HCM Control Delay	9.1	10.3	10.3	9.3
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.5	1.7	1.7	0.5

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	393	70	51	243	57	53	24	33	41	39	17
Future Vol, veh/h	28	393	70	51	243	57	53	24	33	41	39	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	427	76	55	264	62	58	26	36	45	42	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	23.2	15.4	11.3	11.2
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	6%	15%	42%
Vol Thru, %	22%	80%	69%	40%
Vol Right, %	30%	14%	16%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	491	351	97
LT Vol	53	28	51	41
Through Vol	24	393	243	39
RT Vol	33	70	57	17
Lane Flow Rate	120	534	382	105
Geometry Grp	1	1	1	1
Degree of Util (X)	0.214	0.766	0.569	0.191
Departure Headway (Hd)	6.432	5.168	5.373	6.534
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	555	699	668	545
Service Time	4.515	3.222	3.434	4.622
HCM Lane V/C Ratio	0.216	0.764	0.572	0.193
HCM Control Delay	11.3	23.2	15.4	11.2
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	0.8	7.2	3.6	0.7

Intersection

Intersection Delay, s/veh 19.6

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	330	57	24	362	70	34	10	40	33	34	18
Future Vol, veh/h	20	330	57	24	362	70	34	10	40	33	34	18
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	384	66	28	421	81	40	12	47	38	40	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.4	23	11	11.2
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	5%	5%	39%
Vol Thru, %	12%	81%	79%	40%
Vol Right, %	48%	14%	15%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	407	456	85
LT Vol	34	20	24	33
Through Vol	10	330	362	34
RT Vol	40	57	70	18
Lane Flow Rate	98	473	530	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.692	0.763	0.182
Departure Headway (Hd)	6.484	5.262	5.183	6.632
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	549	686	695	538
Service Time	4.571	3.317	3.237	4.719
HCM Lane V/C Ratio	0.179	0.69	0.763	0.184
HCM Control Delay	11	19.4	23	11.2
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	0.6	5.6	7.1	0.7

Intersection	
Intersection Delay, s/veh	21.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	405	75	55	255	60	60	25	35	45	40	20
Future Vol, veh/h	30	405	75	55	255	60	60	25	35	45	40	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	440	82	60	277	65	65	27	38	49	43	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	28	17.2	11.9	11.7
HCM LOS	D	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	6%	15%	43%
Vol Thru, %	21%	79%	69%	38%
Vol Right, %	29%	15%	16%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	510	370	105
LT Vol	60	30	55	45
Through Vol	25	405	255	40
RT Vol	35	75	60	20
Lane Flow Rate	130	554	402	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.244	0.818	0.617	0.217
Departure Headway (Hd)	6.736	5.309	5.526	6.836
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	536	676	648	527
Service Time	4.744	3.393	3.62	4.844
HCM Lane V/C Ratio	0.243	0.82	0.62	0.216
HCM Control Delay	11.9	28	17.2	11.7
HCM Lane LOS	B	D	C	B
HCM 95th-tile Q	1	8.6	4.2	0.8

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	340	60	25	370	75	40	15	45	35	40	20
Future Vol, veh/h	25	340	60	25	370	75	40	15	45	35	40	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	370	65	27	402	82	43	16	49	38	43	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19	21.8	11.1	11.2
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	6%	5%	37%
Vol Thru, %	15%	80%	79%	42%
Vol Right, %	45%	14%	16%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	425	470	95
LT Vol	40	25	25	35
Through Vol	15	340	370	40
RT Vol	45	60	75	20
Lane Flow Rate	109	462	511	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.195	0.68	0.741	0.189
Departure Headway (Hd)	6.454	5.297	5.223	6.604
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	552	679	690	539
Service Time	4.543	3.355	3.28	4.696
HCM Lane V/C Ratio	0.197	0.68	0.741	0.191
HCM Control Delay	11.1	19	21.8	11.2
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	0.7	5.3	6.6	0.7

Timings
14: 8th Street & SH-82

2022 Adjusted Existing AM
11/22/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	81	40	27	32	42	823	58	691
Future Volume (vph)	81	40	27	32	42	823	58	691
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.8	22.8	22.6	22.6	10.1	43.8	10.8	44.5
Total Split (%)	22.8%	22.8%	22.6%	22.6%	10.1%	43.8%	10.8%	44.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	10.4	10.4	8.0	8.0	66.2	60.9	67.7	63.3
Actuated g/C Ratio	0.10	0.10	0.08	0.08	0.66	0.61	0.68	0.63
v/c Ratio	0.46	0.64	0.20	0.46	0.10	0.46	0.16	0.40
Control Delay	49.2	21.5	45.0	29.7	3.5	5.4	7.7	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	49.2	21.5	45.0	29.7	3.5	5.5	7.7	12.0
LOS	D	C	D	C	A	A	A	B
Approach Delay		29.9		33.7		5.4		11.7
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 12.2

Intersection LOS: B

Intersection Capacity Utilization 63.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 14: 8th Street & SH-82

				
Ø1	Ø2 (R)		Ø4	Ø8
10.8 s	43.8 s		22.8 s	22.6 s
				
Ø5	Ø6 (R)			
10.1 s	44.5 s			

HCM 6th Signalized Intersection Summary
14: 8th Street & SH-82

2022 Adjusted Existing AM

11/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	40	148	27	32	46	42	823	115	58	691	140
Future Volume (veh/h)	81	40	148	27	32	46	42	823	115	58	691	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.93	1.00		0.95	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	41	143	28	33	37	43	848	119	60	712	144
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	53	184	165	71	80	388	1667	234	452	1582	320
Arrive On Green	0.15	0.15	0.15	0.09	0.09	0.09	0.07	1.00	1.00	0.04	0.54	0.54
Sat Flow, veh/h	1781	352	1227	1781	770	863	1781	3105	436	1781	2914	589
Grp Volume(v), veh/h	84	0	184	28	0	70	43	485	482	60	434	422
Grp Sat Flow(s),veh/h/ln	1781	0	1579	1781	0	1633	1781	1777	1764	1781	1777	1727
Q Serve(g_s), s	4.2	0.0	11.2	1.4	0.0	4.1	1.0	0.0	0.0	1.5	14.8	14.8
Cycle Q Clear(g_c), s	4.2	0.0	11.2	1.4	0.0	4.1	1.0	0.0	0.0	1.5	14.8	14.8
Prop In Lane	1.00		0.78	1.00		0.53	1.00		0.25	1.00		0.34
Lane Grp Cap(c), veh/h	266	0	236	165	0	152	388	954	947	452	964	937
V/C Ratio(X)	0.32	0.00	0.78	0.17	0.00	0.46	0.11	0.51	0.51	0.13	0.45	0.45
Avail Cap(c_a), veh/h	326	0	289	322	0	296	426	954	947	492	964	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	40.9	41.8	0.0	43.0	10.1	0.0	0.0	9.2	13.8	13.8
Incr Delay (d2), s/veh	0.7	0.0	10.4	0.5	0.0	2.2	0.1	1.7	1.8	0.1	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	5.0	0.7	0.0	1.7	0.4	0.5	0.5	0.6	6.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	51.4	42.3	0.0	45.2	10.2	1.7	1.8	9.4	15.3	15.4
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	B	B
Approach Vol, veh/h	268			98			1010			916		
Approach Delay, s/veh	47.4			44.3			2.1			15.0		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	58.2		19.5	8.0	58.8		13.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.3	39.3		18.3	5.6	40.0		18.1				
Max Q Clear Time (g_c+I1), s	3.5	2.0		13.2	3.0	16.8		6.1				
Green Ext Time (p_c), s	0.0	7.8		0.6	0.0	5.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	14.4											
HCM 6th LOS	B											

Timings
14: SH-82 & 8th Street

2022 Adjusted Existing PM
11/22/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	113	26	17	23	38	1710	65	691
Future Volume (vph)	113	26	17	23	38	1710	65	691
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	26.0	26.0	26.0	26.0	10.0	132.0	16.0	138.0
Total Split (%)	13.0%	13.0%	13.0%	13.0%	5.0%	66.0%	8.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	18.0	18.0	13.9	13.9	147.7	141.6	152.9	145.9
Actuated g/C Ratio	0.09	0.09	0.07	0.07	0.74	0.71	0.76	0.73
v/c Ratio	0.75	0.61	0.15	0.78	0.09	0.77	0.46	0.35
Control Delay	116.1	51.0	86.6	58.9	7.3	23.6	18.2	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.6	0.0	0.0
Total Delay	116.1	51.0	86.6	58.9	7.3	71.2	18.2	11.2
LOS	F	D	F	E	A	E	B	B
Approach Delay		82.9		61.8		69.9		11.7
Approach LOS		F		E		E		B

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 53.9
 Intersection Capacity Utilization 83.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 14: SH-82 & 8th Street

					
Ø1	Ø2 (R)			Ø4	Ø8
16 s	132 s			26 s	26 s
					
Ø5	Ø6 (R)				
10 s	138 s				

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2022 Adjusted Existing PM

11/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	26	91	17	23	123	38	1710	80	65	691	123
Future Volume (veh/h)	113	26	91	17	23	123	38	1710	80	65	691	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	28	86	18	24	120	40	1819	85	69	735	131
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	33	102	181	26	132	461	2409	112	164	2098	374
Arrive On Green	0.09	0.09	0.09	0.10	0.10	0.10	0.02	0.70	0.70	0.02	0.70	0.70
Sat Flow, veh/h	1781	387	1187	1781	260	1300	1781	3453	160	1781	2997	534
Grp Volume(v), veh/h	120	0	114	18	0	144	40	928	976	69	436	430
Grp Sat Flow(s),veh/h/ln	1781	0	1574	1781	0	1560	1781	1777	1836	1781	1777	1754
Q Serve(g_s), s	13.2	0.0	14.3	1.8	0.0	18.3	1.3	66.1	68.6	2.2	19.5	19.5
Cycle Q Clear(g_c), s	13.2	0.0	14.3	1.8	0.0	18.3	1.3	66.1	68.6	2.2	19.5	19.5
Prop In Lane	1.00		0.75	1.00		0.83	1.00		0.09	1.00		0.30
Lane Grp Cap(c), veh/h	153	0	135	181	0	159	461	1240	1281	164	1244	1228
V/C Ratio(X)	0.78	0.00	0.84	0.10	0.00	0.91	0.09	0.75	0.76	0.42	0.35	0.35
Avail Cap(c_a), veh/h	191	0	169	191	0	168	470	1240	1281	222	1244	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.6	0.0	90.1	81.5	0.0	88.9	9.0	19.1	19.5	24.6	11.9	11.9
Incr Delay (d2), s/veh	15.3	0.0	25.7	0.2	0.0	42.6	0.1	2.8	2.9	1.7	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	6.9	0.9	0.0	9.3	0.5	28.0	30.0	1.7	8.2	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.9	0.0	115.7	81.7	0.0	131.4	9.0	21.9	22.4	26.3	12.7	12.7
LnGrp LOS	F	A	F	F	A	F	A	C	C	C	B	B
Approach Vol, veh/h	234			162			1944			935		
Approach Delay, s/veh	110.2			125.9			21.9			13.7		
Approach LOS	F			F			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	144.1		21.7	9.0	144.5		24.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	127.5		21.5	5.5	133.5		21.5				
Max Q Clear Time (g_c+l1), s	4.2	70.6		16.3	3.3	21.5		20.3				
Green Ext Time (p_c), s	0.1	28.3		0.4	0.0	7.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				31.0								
HCM 6th LOS				C								

Timings
14: SH-82 & 8th Street

2030 Total AM
11/22/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	198	42	28	33	81	857	60	719
Future Volume (vph)	198	42	28	33	81	857	60	719
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.8	22.8	22.6	22.6	10.1	43.8	10.8	44.5
Total Split (%)	22.8%	22.8%	22.6%	22.6%	10.1%	43.8%	10.8%	44.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	15.8	15.8	8.0	8.0	61.6	55.2	60.6	54.7
Actuated g/C Ratio	0.16	0.16	0.08	0.08	0.62	0.55	0.61	0.55
v/c Ratio	0.73	0.62	0.20	0.47	0.24	0.53	0.19	0.52
Control Delay	55.5	14.7	45.1	29.7	5.1	7.8	10.2	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	55.5	14.7	45.1	29.7	5.1	7.9	10.2	17.6
LOS	E	B	D	C	A	A	B	B
Approach Delay		32.1		33.7		7.7		17.2
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 16.7
 Intersection LOS: B
 Intersection Capacity Utilization 66.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: SH-82 & 8th Street

 Ø1	 Ø2 (R)	 Ø4	 Ø8
10.8 s	43.8 s	22.8 s	22.6 s
 Ø5	 Ø6 (R)		
10.1 s	44.5 s		

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2030 Total AM
11/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	42	224	28	33	48	81	857	120	60	719	197
Future Volume (veh/h)	198	42	224	28	33	48	81	857	120	60	719	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.93	1.00		0.94	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	43	221	29	34	39	84	884	124	62	741	203
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	47	241	168	72	82	336	1556	218	419	1351	370
Arrive On Green	0.18	0.18	0.18	0.09	0.09	0.09	0.09	1.00	1.00	0.04	0.50	0.50
Sat Flow, veh/h	1781	256	1316	1781	760	872	1781	3103	435	1781	2717	744
Grp Volume(v), veh/h	204	0	264	29	0	73	84	506	502	62	485	459
Grp Sat Flow(s),veh/h/ln	1781	0	1573	1781	0	1632	1781	1777	1762	1781	1777	1684
Q Serve(g_s), s	10.6	0.0	16.5	1.5	0.0	4.2	2.3	0.0	0.0	1.7	18.8	18.9
Cycle Q Clear(g_c), s	10.6	0.0	16.5	1.5	0.0	4.2	2.3	0.0	0.0	1.7	18.8	18.9
Prop In Lane	1.00		0.84	1.00		0.53	1.00		0.25	1.00		0.44
Lane Grp Cap(c), veh/h	326	0	288	168	0	154	336	891	883	419	884	838
V/C Ratio(X)	0.63	0.00	0.92	0.17	0.00	0.47	0.25	0.57	0.57	0.15	0.55	0.55
Avail Cap(c_a), veh/h	326	0	288	322	0	295	355	891	883	458	884	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	40.1	41.7	0.0	42.9	12.4	0.0	0.0	11.0	17.4	17.4
Incr Delay (d2), s/veh	3.7	0.0	32.3	0.5	0.0	2.2	0.3	2.3	2.3	0.2	2.4	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	8.9	0.7	0.0	1.8	0.8	0.6	0.6	0.7	8.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	72.4	42.2	0.0	45.2	12.8	2.3	2.3	11.2	19.8	19.9
LnGrp LOS	D	A	E	D	A	D	B	A	A	B	B	B
Approach Vol, veh/h	468			102			1092			1006		
Approach Delay, s/veh	58.9			44.3			3.1			19.3		
Approach LOS	E			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	54.7		22.8	9.0	54.2		13.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.3	39.3		18.3	5.6	40.0		18.1				
Max Q Clear Time (g_c+l1), s	3.7	2.0		18.5	4.3	20.9		6.2				
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	6.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				20.6								
HCM 6th LOS				C								

Timings
14: SH-82 & 8th Street

2030 Total PM
11/22/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	207	27	18	24	124	1780	68	719
Future Volume (vph)	207	27	18	24	124	1780	68	719
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	26.0	26.0	26.0	26.0	10.0	132.0	16.0	138.0
Total Split (%)	13.0%	13.0%	13.0%	13.0%	5.0%	66.0%	8.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	21.5	21.5	17.1	17.1	141.4	134.3	144.8	136.3
Actuated g/C Ratio	0.11	0.11	0.09	0.09	0.71	0.67	0.72	0.68
v/c Ratio	1.16	0.73	0.13	0.82	0.37	0.85	0.57	0.47
Control Delay	186.3	50.7	83.8	79.6	11.5	30.8	43.1	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.1	0.0	0.0
Total Delay	186.3	50.7	83.8	79.6	11.5	77.9	43.1	15.1
LOS	F	D	F	E	B	E	D	B
Approach Delay		121.6		80.1		73.8		16.9
Approach LOS		F		F		E		B

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 63.0
Intersection Capacity Utilization 95.0%
Analysis Period (min) 15
Intersection LOS: E
ICU Level of Service F

Splits and Phases: 14: SH-82 & 8th Street

					
Ø1	Ø2 (R)	Ø3	Ø4	Ø5	Ø6 (R)
16 s	132 s	26 s	26 s	10 s	138 s

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2030 Total PM
11/22/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	27	162	18	24	128	124	1780	83	68	719	246
Future Volume (veh/h)	207	27	162	18	24	128	124	1780	83	68	719	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	29	161	19	26	125	132	1894	88	72	765	262
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	26	142	188	28	137	376	2322	107	138	1722	590
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.67	0.67	0.02	0.67	0.67
Sat Flow, veh/h	1781	238	1322	1781	269	1295	1781	3453	159	1781	2573	881
Grp Volume(v), veh/h	220	0	190	19	0	151	132	966	1016	72	528	499
Grp Sat Flow(s),veh/h/ln	1781	0	1560	1781	0	1565	1781	1777	1836	1781	1777	1677
Q Serve(g_s), s	21.5	0.0	21.5	1.9	0.0	19.1	4.9	78.0	81.3	2.6	28.0	28.0
Cycle Q Clear(g_c), s	21.5	0.0	21.5	1.9	0.0	19.1	4.9	78.0	81.3	2.6	28.0	28.0
Prop In Lane	1.00		0.85	1.00		0.83	1.00		0.09	1.00		0.53
Lane Grp Cap(c), veh/h	191	0	168	188	0	165	376	1195	1234	138	1189	1123
V/C Ratio(X)	1.15	0.00	1.13	0.10	0.00	0.91	0.35	0.81	0.82	0.52	0.44	0.44
Avail Cap(c_a), veh/h	191	0	168	191	0	168	376	1195	1234	197	1189	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.3	0.0	89.3	80.8	0.0	88.5	12.5	23.5	24.1	34.0	15.6	15.6
Incr Delay (d2), s/veh	110.8	0.0	109.8	0.2	0.0	44.8	0.3	3.4	3.6	3.0	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	0.0	13.9	0.9	0.0	9.9	2.0	33.6	36.1	2.2	12.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	200.1	0.0	199.1	81.1	0.0	133.3	12.8	26.9	27.7	37.1	16.8	16.8
LnGrp LOS	F	A	F	F	A	F	B	C	C	D	B	B
Approach Vol, veh/h	410			170			2114			1099		
Approach Delay, s/veh	199.6			127.5			26.4			18.1		
Approach LOS	F			F			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	139.0		26.0	10.0	138.4		25.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	127.5		21.5	5.5	133.5		21.5				
Max Q Clear Time (g_c+l1), s	4.6	83.3		23.5	6.9	30.0		21.1				
Green Ext Time (p_c), s	0.1	26.7		0.0	0.0	9.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				47.3								
HCM 6th LOS				D								

Timings
14: SH-82 & 8th Street

2040 Total AM
11/28/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	205	45	30	35	85	900	65	760
Future Volume (vph)	205	45	30	35	85	900	65	760
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.8	22.8	22.6	22.6	10.1	43.8	10.8	44.5
Total Split (%)	22.8%	22.8%	22.6%	22.6%	10.1%	43.8%	10.8%	44.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	16.0	16.0	8.2	8.2	61.2	54.8	60.3	54.3
Actuated g/C Ratio	0.16	0.16	0.08	0.08	0.61	0.55	0.60	0.54
v/c Ratio	0.75	0.64	0.22	0.48	0.26	0.57	0.22	0.55
Control Delay	56.4	16.2	45.1	29.7	5.5	7.9	10.7	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	16.2	45.1	29.7	5.5	7.9	10.7	18.5
LOS	E	B	D	C	A	A	B	B
Approach Delay		33.2		33.7		7.8		18.0
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 17.2
Intersection Capacity Utilization 69.9%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service C

Splits and Phases: 14: SH-82 & 8th Street

 Ø1	 Ø2 (R)	 Ø4	 Ø8
10.8 s	43.8 s	22.8 s	22.6 s
 Ø5	 Ø6 (R)		
10.1 s	44.5 s		

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2040 Total AM
11/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	45	235	30	35	50	85	900	130	65	760	205
Future Volume (veh/h)	205	45	235	30	35	50	85	900	130	65	760	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.93	1.00		0.94	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	46	232	31	36	42	88	928	134	67	784	211
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	48	240	173	73	85	318	1538	222	406	1349	363
Arrive On Green	0.18	0.18	0.18	0.10	0.10	0.10	0.09	1.00	1.00	0.04	0.49	0.49
Sat Flow, veh/h	1781	260	1313	1781	754	879	1781	3090	446	1781	2729	734
Grp Volume(v), veh/h	211	0	278	31	0	78	88	534	528	67	511	484
Grp Sat Flow(s),veh/h/ln	1781	0	1573	1781	0	1633	1781	1777	1759	1781	1777	1686
Q Serve(g_s), s	11.0	0.0	17.5	1.6	0.0	4.5	2.4	0.3	0.3	1.8	20.4	20.4
Cycle Q Clear(g_c), s	11.0	0.0	17.5	1.6	0.0	4.5	2.4	0.3	0.3	1.8	20.4	20.4
Prop In Lane	1.00		0.83	1.00		0.54	1.00		0.25	1.00		0.44
Lane Grp Cap(c), veh/h	326	0	288	173	0	158	318	884	875	406	878	833
V/C Ratio(X)	0.65	0.00	0.97	0.18	0.00	0.49	0.28	0.60	0.60	0.16	0.58	0.58
Avail Cap(c_a), veh/h	326	0	288	322	0	296	336	884	875	443	878	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	40.5	41.5	0.0	42.8	12.9	0.1	0.1	11.2	17.9	17.9
Incr Delay (d2), s/veh	4.4	0.0	43.5	0.5	0.0	2.4	0.4	2.5	2.6	0.2	2.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	10.2	0.7	0.0	1.9	0.9	0.7	0.7	0.7	8.7	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	84.1	42.0	0.0	45.2	13.3	2.6	2.7	11.4	20.7	20.9
LnGrp LOS	D	A	F	D	A	D	B	A	A	B	C	C
Approach Vol, veh/h	489				109				1150			
Approach Delay, s/veh	66.0				44.3				3.5			
Approach LOS	E				D				A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	54.3		22.8	9.1	53.9		14.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.3	39.3		18.3	5.6	40.0		18.1				
Max Q Clear Time (g_c+l1), s	3.8	2.3		19.5	4.4	22.4		6.5				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	6.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	22.3											
HCM 6th LOS	C											

Timings
14: SH-82 & 8th Street

2040 Total PM
11/28/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	215	30	20	25	130	1875	75	760
Future Volume (vph)	215	30	20	25	130	1875	75	760
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	26.0	26.0	26.0	26.0	10.0	132.0	16.0	138.0
Total Split (%)	13.0%	13.0%	13.0%	13.0%	5.0%	66.0%	8.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	21.5	21.5	17.8	17.8	140.1	133.2	144.7	135.8
Actuated g/C Ratio	0.11	0.11	0.09	0.09	0.70	0.67	0.72	0.68
v/c Ratio	1.21	0.79	0.13	0.86	0.41	0.90	0.67	0.49
Control Delay	200.2	60.9	83.8	88.5	12.7	35.6	67.2	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0
Total Delay	200.2	60.9	83.8	88.5	12.7	81.8	67.2	15.8
LOS	F	E	F	F	B	F	E	B
Approach Delay		133.1		88.0		77.5		19.3
Approach LOS		F		F		E		B

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 67.3
 Intersection Capacity Utilization 98.6%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

Splits and Phases: 14: SH-82 & 8th Street

					
Ø1	Ø2 (R)			Ø4	Ø8
16 s	132 s			26 s	26 s
					
Ø5	Ø6 (R)				
10 s	138 s				

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2040 Total PM
11/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	30	170	20	25	135	130	1875	90	75	760	255
Future Volume (veh/h)	215	30	170	20	25	135	130	1875	90	75	760	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	32	170	21	27	133	138	1995	96	80	809	271
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	27	141	191	28	140	355	2310	110	121	1729	579
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.67	0.67	0.02	0.67	0.67
Sat Flow, veh/h	1781	247	1314	1781	264	1301	1781	3447	164	1781	2590	867
Grp Volume(v), veh/h	229	0	202	21	0	160	138	1019	1072	80	555	525
Grp Sat Flow(s),veh/h/ln	1781	0	1561	1781	0	1565	1781	1777	1834	1781	1777	1680
Q Serve(g_s), s	21.5	0.0	21.5	2.1	0.0	20.3	5.1	88.6	92.8	2.9	30.2	30.2
Cycle Q Clear(g_c), s	21.5	0.0	21.5	2.1	0.0	20.3	5.1	88.6	92.8	2.9	30.2	30.2
Prop In Lane	1.00		0.84	1.00		0.83	1.00		0.09	1.00		0.52
Lane Grp Cap(c), veh/h	191	0	168	191	0	168	355	1191	1230	121	1186	1122
V/C Ratio(X)	1.20	0.00	1.20	0.11	0.00	0.95	0.39	0.86	0.87	0.66	0.47	0.47
Avail Cap(c_a), veh/h	191	0	168	191	0	168	355	1191	1230	179	1186	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.3	0.0	89.3	80.6	0.0	88.7	13.2	25.5	26.2	44.0	16.1	16.1
Incr Delay (d2), s/veh	127.7	0.0	134.7	0.3	0.0	55.0	0.3	3.9	4.3	6.1	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	0.0	15.1	1.0	0.0	10.9	2.1	38.2	41.3	2.9	13.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	217.0	0.0	223.9	80.9	0.0	143.7	13.5	29.4	30.4	50.1	17.4	17.5
LnGrp LOS	F	A	F	F	A	F	B	C	C	D	B	B
Approach Vol, veh/h	431			181			2229			1160		
Approach Delay, s/veh	220.2			136.4			28.9			19.7		
Approach LOS	F			F			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	138.6		26.0	10.0	138.0		26.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	127.5		21.5	5.5	133.5		21.5				
Max Q Clear Time (g_c+l1), s	4.9	94.8		23.5	7.1	32.2		22.3				
Green Ext Time (p_c), s	0.1	23.7		0.0	0.0	10.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	51.7											
HCM 6th LOS	D											

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	50	22	16	51	92	0	4	0	65	50	47
Future Vol, veh/h	18	50	22	16	51	92	0	4	0	65	50	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	54	24	17	55	99	0	4	0	70	54	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.2	7.8	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	10%	40%
Vol Thru, %	100%	56%	32%	31%
Vol Right, %	0%	24%	58%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	90	159	162
LT Vol	0	18	16	65
Through Vol	4	50	51	50
RT Vol	0	22	92	47
Lane Flow Rate	4	97	171	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.119	0.196	0.214
Departure Headway (Hd)	4.722	4.42	4.129	4.427
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	758	813	870	812
Service Time	2.748	2.439	2.146	2.447
HCM Lane V/C Ratio	0.005	0.119	0.197	0.214
HCM Control Delay	7.8	8	8.2	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.4	0.7	0.8

Intersection												
Intersection Delay, s/veh	7.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	46	14	15	38	61	0	0	0	40	35	19
Future Vol, veh/h	28	46	14	15	38	61	0	0	0	40	35	19
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	53	16	17	44	71	0	0	0	47	41	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.9			7.7			0			8.1		
HCM LOS	A			A			-			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	32%	13%	43%
Vol Thru, %	100%	52%	33%	37%
Vol Right, %	0%	16%	54%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	88	114	94
LT Vol	0	28	15	40
Through Vol	0	46	38	35
RT Vol	0	14	61	19
Lane Flow Rate	0	102	133	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.119	0.144	0.134
Departure Headway (Hd)	4.564	4.197	3.909	4.4
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	840	900	820
Service Time	2.567	2.295	2.008	2.4
HCM Lane V/C Ratio	0	0.121	0.148	0.133
HCM Control Delay	7.6	7.9	7.7	8.1
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.4	0.5	0.5

Intersection

Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	52	23	17	53	96	0	4	0	68	52	49
Future Vol, veh/h	19	52	23	17	53	96	0	4	0	68	52	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	56	25	18	57	103	0	4	0	73	56	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.3	7.8	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	10%	40%
Vol Thru, %	100%	55%	32%	31%
Vol Right, %	0%	24%	58%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	94	166	169
LT Vol	0	19	17	68
Through Vol	4	52	53	52
RT Vol	0	23	96	49
Lane Flow Rate	4	101	178	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.125	0.206	0.225
Departure Headway (Hd)	4.762	4.449	4.155	4.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	751	807	866	807
Service Time	2.791	2.472	2.175	2.477
HCM Lane V/C Ratio	0.005	0.125	0.206	0.226
HCM Control Delay	7.8	8.1	8.3	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.4	0.8	0.9

Intersection

Intersection Delay, s/veh

8

Intersection LOS

A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	48	15	16	40	63	0	0	0	42	36	20
Future Vol, veh/h	29	48	15	16	40	63	0	0	0	42	36	20
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	56	17	19	47	73	0	0	0	49	42	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB				NB			SB	
Opposing Approach	WB			EB				SB			NB	
Opposing Lanes	1			1				1			1	
Conflicting Approach Left	SB			NB				EB			WB	
Conflicting Lanes Left	1			1				1			1	
Conflicting Approach Right	NB			SB				WB			EB	
Conflicting Lanes Right	1			1				1			1	
HCM Control Delay	7.9			7.8				0			8.2	
HCM LOS	A			A				-			A	

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	32%	13%	43%
Vol Thru, %	100%	52%	34%	37%
Vol Right, %	0%	16%	53%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	92	119	98
LT Vol	0	29	16	42
Through Vol	0	48	40	36
RT Vol	0	15	63	20
Lane Flow Rate	0	107	138	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.128	0.155	0.14
Departure Headway (Hd)	4.595	4.31	4.03	4.423
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	837	895	814
Service Time	2.612	2.314	2.033	2.436
HCM Lane V/C Ratio	0	0.128	0.154	0.14
HCM Control Delay	7.6	7.9	7.8	8.2
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.4	0.5	0.5

Intersection

Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	55	25	20	60	105	0	5	0	75	55	55
Future Vol, veh/h	20	55	25	20	60	105	0	5	0	75	55	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	59	27	22	65	113	0	5	0	81	59	59
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.5	7.9	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	11%	41%
Vol Thru, %	100%	55%	32%	30%
Vol Right, %	0%	25%	57%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	100	185	185
LT Vol	0	20	20	75
Through Vol	5	55	60	55
RT Vol	0	25	105	55
Lane Flow Rate	5	108	199	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.135	0.233	0.25
Departure Headway (Hd)	4.853	4.52	4.221	4.517
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	736	794	851	796
Service Time	2.89	2.546	2.244	2.543
HCM Lane V/C Ratio	0.007	0.136	0.234	0.25
HCM Control Delay	7.9	8.3	8.5	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.9	1

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	50	15	20	45	70	0	0	0	45	40	25
Future Vol, veh/h	35	50	15	20	45	70	0	0	0	45	40	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	54	16	22	49	76	0	0	0	49	43	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.9	0	8.2
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	35%	15%	41%
Vol Thru, %	100%	50%	33%	36%
Vol Right, %	0%	15%	52%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	100	135	110
LT Vol	0	35	20	45
Through Vol	0	50	45	40
RT Vol	0	15	70	25
Lane Flow Rate	0	109	147	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.131	0.165	0.147
Departure Headway (Hd)	4.626	4.34	4.048	4.43
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	829	889	812
Service Time	2.644	2.352	2.059	2.443
HCM Lane V/C Ratio	0	0.131	0.165	0.148
HCM Control Delay	7.6	8	7.9	8.2
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.4	0.6	0.5

Timings
16: 9th Street & SH-82

2022 Adjusted Existing AM

12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	15	33	18	91	952	19	833
Future Volume (vph)	34	15	33	18	91	952	19	833
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	22.6	22.6	13.4	44.8	9.6	41.0
Total Split (%)	23.0%	23.0%	22.6%	22.6%	13.4%	44.8%	9.6%	41.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	7.7	7.7	7.5	7.5	74.3	71.8	70.3	66.5
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.74	0.72	0.70	0.66
v/c Ratio	0.26	0.46	0.26	0.38	0.20	0.40	0.05	0.38
Control Delay	47.1	22.3	47.5	26.3	6.1	9.1	4.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	22.3	47.5	26.3	6.1	9.1	4.4	6.7
LOS	D	C	D	C	A	A	A	A
Approach Delay		29.5		34.0		8.8		6.6
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 10.1
Intersection Capacity Utilization 55.0%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service B

Splits and Phases: 16: 9th Street & SH-82

			
Ø1	Ø2 (R)	Ø4	Ø8
9.6 s	44.8 s	23 s	22.6 s
			
Ø5	Ø6 (R)		
13.4 s	41 s		

HCM 6th Signalized Intersection Summary
16: 9th Street & SH-82

2022 Adjusted Existing AM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	15	70	33	18	41	91	952	37	19	833	40
Future Volume (veh/h)	34	15	70	33	18	41	91	952	37	19	833	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	0.98		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	15	71	34	18	42	93	971	38	19	850	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	28	131	159	42	98	511	2109	83	361	1998	96
Arrive On Green	0.10	0.10	0.10	0.09	0.09	0.09	0.05	0.61	0.61	0.04	1.00	1.00
Sat Flow, veh/h	1781	268	1268	1781	470	1096	1781	3478	136	1781	3440	166
Grp Volume(v), veh/h	35	0	86	34	0	60	93	496	513	19	439	452
Grp Sat Flow(s),veh/h/ln	1781	0	1535	1781	0	1565	1781	1777	1837	1781	1777	1829
Q Serve(g_s), s	1.8	0.0	5.3	1.8	0.0	3.6	2.1	15.2	15.2	0.4	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	5.3	1.8	0.0	3.6	2.1	15.2	15.2	0.4	0.0	0.0
Prop In Lane	1.00		0.83	1.00		0.70	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	185	0	159	159	0	140	511	1078	1114	361	1032	1062
V/C Ratio(X)	0.19	0.00	0.54	0.21	0.00	0.43	0.18	0.46	0.46	0.05	0.43	0.43
Avail Cap(c_a), veh/h	330	0	284	322	0	283	587	1078	1114	416	1032	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	41.0	0.0	42.6	42.3	0.0	43.1	7.3	10.7	10.7	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	2.8	0.7	0.0	2.1	0.2	1.4	1.4	0.1	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.1	0.8	0.0	1.5	0.7	6.0	6.2	0.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	45.4	42.9	0.0	45.2	7.5	12.2	12.1	8.7	1.2	1.1
LnGrp LOS	D	A	D	D	A	D	A	B	B	A	A	A
Approach Vol, veh/h	121			94			1102			910		
Approach Delay, s/veh	44.3			44.4			11.7			1.3		
Approach LOS	D			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	65.1		14.9	9.1	62.6		13.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	40.3		18.5	8.9	36.5		18.1				
Max Q Clear Time (g_c+I1), s	2.4	17.2		7.3	4.1	2.0		5.6				
Green Ext Time (p_c), s	0.0	7.1		0.4	0.1	6.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	10.6											
HCM 6th LOS	B											

Timings
16: 9th Street & SH-82

2022 Adjusted Existing PM

12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	13	21	17	44	1670	30	797
Future Volume (vph)	43	13	21	17	44	1670	30	797
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.2	23.2	10.2	112.8	11.0	113.6
Total Split (%)	13.5%	13.5%	13.6%	13.6%	6.0%	66.4%	6.5%	66.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	9.6	9.6	8.9	8.9	134.7	129.4	134.1	129.1
Actuated g/C Ratio	0.06	0.06	0.05	0.05	0.79	0.76	0.79	0.76
v/c Ratio	0.44	0.49	0.24	0.65	0.09	0.64	0.16	0.32
Control Delay	90.5	36.1	81.6	37.7	4.3	12.2	5.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Total Delay	90.5	36.1	81.6	37.7	4.3	12.2	5.8	8.6
LOS	F	D	F	D	A	B	A	A
Approach Delay		57.6		45.0		12.0		8.5
Approach LOS		E		D		B		A

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 14.2
Intersection Capacity Utilization 66.3%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service C

Splits and Phases: 16: 9th Street & SH-82

					
Ø1	Ø2 (R)		Ø4		Ø8
11 s	112.8 s		23 s		23.2 s
					
Ø5	Ø6 (R)				
10.2 s	113.6 s				

HCM 6th Signalized Intersection Summary
16: 9th Street & SH-82

2022 Adjusted Existing PM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	13	52	21	17	89	44	1670	11	30	797	32
Future Volume (veh/h)	43	13	52	21	17	89	44	1670	11	30	797	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	13	54	22	18	92	45	1722	11	31	822	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	23	94	166	23	118	478	2538	16	203	2428	97
Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.09	0.03	0.70	0.70	0.02	0.70	0.70
Sat Flow, veh/h	1781	293	1217	1781	249	1272	1781	3619	23	1781	3478	140
Grp Volume(v), veh/h	44	0	67	22	0	110	45	845	888	31	420	435
Grp Sat Flow(s),veh/h/ln	1781	0	1510	1781	0	1521	1781	1777	1865	1781	1777	1841
Q Serve(g_s), s	4.0	0.0	7.3	1.9	0.0	12.0	1.2	46.0	46.2	0.8	15.9	15.9
Cycle Q Clear(g_c), s	4.0	0.0	7.3	1.9	0.0	12.0	1.2	46.0	46.2	0.8	15.9	15.9
Prop In Lane	1.00		0.81	1.00		0.84	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	137	0	116	166	0	142	478	1246	1308	203	1240	1285
V/C Ratio(X)	0.32	0.00	0.58	0.13	0.00	0.78	0.09	0.68	0.68	0.15	0.34	0.34
Avail Cap(c_a), veh/h	194	0	164	196	0	167	492	1246	1308	231	1240	1285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	74.2	0.0	75.8	70.8	0.0	75.4	7.4	14.5	14.5	13.6	10.2	10.2
Incr Delay (d2), s/veh	1.3	0.0	4.4	0.4	0.0	17.4	0.1	3.0	2.9	0.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.0	0.9	0.0	5.4	0.5	19.1	20.1	0.4	6.5	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	0.0	80.2	71.1	0.0	92.8	7.5	17.4	17.3	14.0	10.9	10.8
LnGrp LOS	E	A	F	E	A	F	A	B	B	B	B	B
Approach Vol, veh/h	111			132			1778			886		
Approach Delay, s/veh	78.3			89.2			17.1			11.0		
Approach LOS	E			F			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	123.7		17.6	8.9	123.2		20.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	108.3		18.5	5.7	109.1		18.7				
Max Q Clear Time (g_c+l1), s	2.8	48.2		9.3	3.2	17.9		14.0				
Green Ext Time (p_c), s	0.0	23.4		0.3	0.0	6.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	20.9											
HCM 6th LOS	C											

Timings
16: 9th Street & SH-82

2030 Total AM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	16	34	19	95	1029	20	937
Future Volume (vph)	35	16	34	19	95	1029	20	937
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	13.0	45.2	9.6	41.8
Total Split (%)	22.6%	22.6%	22.6%	22.6%	13.0%	45.2%	9.6%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	7.8	7.8	7.6	7.6	74.2	71.7	70.1	66.2
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.74	0.72	0.70	0.66
v/c Ratio	0.26	0.47	0.26	0.39	0.24	0.43	0.05	0.43
Control Delay	47.1	22.4	47.6	26.2	6.5	9.6	4.7	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.1	22.4	47.6	26.2	6.5	9.6	4.7	7.2
LOS	D	C	D	C	A	A	A	A
Approach Delay		29.5		33.9		9.3		7.2
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 10.5
Intersection Capacity Utilization 57.2%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service B

Splits and Phases: 16: 9th Street & SH-82

 Ø1	 Ø2 (R)	 Ø4	 Ø8
9.6 s	45.2 s	22.6 s	22.6 s
 Ø5	 Ø6 (R)		
13 s	41.8 s		

HCM 6th Signalized Intersection Summary
16: 9th Street & SH-82

2030 Total AM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	16	73	34	19	43	95	1029	39	20	937	42
Future Volume (veh/h)	35	16	73	34	19	43	95	1029	39	20	937	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	0.99		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	16	74	35	19	44	97	1050	40	20	956	43
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	29	134	162	43	100	476	2096	80	332	1992	90
Arrive On Green	0.11	0.11	0.11	0.09	0.09	0.09	0.05	0.60	0.60	0.04	1.00	1.00
Sat Flow, veh/h	1781	273	1265	1781	473	1095	1781	3482	133	1781	3453	155
Grp Volume(v), veh/h	36	0	90	35	0	63	97	536	554	20	492	507
Grp Sat Flow(s),veh/h/ln	1781	0	1538	1781	0	1567	1781	1777	1838	1781	1777	1831
Q Serve(g_s), s	1.8	0.0	5.6	1.8	0.0	3.8	2.2	17.2	17.2	0.5	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	5.6	1.8	0.0	3.8	2.2	17.2	17.2	0.5	0.0	0.0
Prop In Lane	1.00		0.82	1.00		0.70	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	188	0	162	162	0	143	476	1070	1106	332	1025	1056
V/C Ratio(X)	0.19	0.00	0.55	0.22	0.00	0.44	0.20	0.50	0.50	0.06	0.48	0.48
Avail Cap(c_a), veh/h	322	0	278	322	0	284	544	1070	1106	385	1025	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	40.8	0.0	42.5	42.1	0.0	43.0	7.5	11.3	11.3	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	2.9	0.7	0.0	2.1	0.2	1.7	1.6	0.1	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.2	0.8	0.0	1.6	0.8	6.7	7.0	0.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	45.4	42.8	0.0	45.2	7.7	13.0	13.0	9.1	1.4	1.3
LnGrp LOS	D	A	D	D	A	D	A	B	B	A	A	A
Approach Vol, veh/h	126			98			1187			1019		
Approach Delay, s/veh	44.2			44.3			12.6			1.5		
Approach LOS	D			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	64.7		15.1	9.2	62.2		13.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	40.7		18.1	8.5	37.3		18.1				
Max Q Clear Time (g_c+l1), s	2.5	19.2		7.6	4.2	2.0		5.8				
Green Ext Time (p_c), s	0.0	7.7		0.4	0.1	7.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	10.8											
HCM 6th LOS	B											

Timings
16: 9th Street & SH-82

2030 Total PM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	14	22	18	46	1822	31	896
Future Volume (vph)	45	14	22	18	46	1822	31	896
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.8	22.8	23.0	23.0	10.0	113.2	11.0	114.2
Total Split (%)	13.4%	13.4%	13.5%	13.5%	5.9%	66.6%	6.5%	67.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	9.8	9.8	9.0	9.0	134.4	129.0	133.8	128.8
Actuated g/C Ratio	0.06	0.06	0.05	0.05	0.79	0.76	0.79	0.76
v/c Ratio	0.45	0.50	0.24	0.66	0.11	0.70	0.19	0.36
Control Delay	90.6	35.9	81.6	37.8	4.5	13.9	6.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Total Delay	90.6	35.9	81.6	37.8	4.5	13.9	6.7	9.3
LOS	F	D	F	D	A	B	A	A
Approach Delay		57.6		45.1		13.7		9.2
Approach LOS		E		D		B		A

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 15.3

Intersection LOS: B

Intersection Capacity Utilization 70.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 16: 9th Street & SH-82

								
Ø1	Ø2 (R)					Ø4		Ø8
11 s	113.2 s					22.8 s		23 s
								
Ø5	Ø6 (R)							
10 s	114.2 s							

HCM 6th Signalized Intersection Summary
16: 9th Street & SH-82

2030 Total PM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	14	54	22	18	93	46	1822	11	31	896	33
Future Volume (veh/h)	45	14	54	22	18	93	46	1822	11	31	896	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	14	56	23	19	96	47	1878	11	32	924	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	24	95	169	24	121	432	2528	15	172	2426	89
Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.09	0.03	0.70	0.70	0.02	0.69	0.69
Sat Flow, veh/h	1781	303	1211	1781	252	1272	1781	3622	21	1781	3491	128
Grp Volume(v), veh/h	46	0	70	23	0	115	47	920	969	32	470	488
Grp Sat Flow(s),veh/h/ln	1781	0	1514	1781	0	1524	1781	1777	1866	1781	1777	1843
Q Serve(g_s), s	4.2	0.0	7.6	2.0	0.0	12.6	1.3	55.2	55.4	0.9	18.7	18.7
Cycle Q Clear(g_c), s	4.2	0.0	7.6	2.0	0.0	12.6	1.3	55.2	55.4	0.9	18.7	18.7
Prop In Lane	1.00		0.80	1.00		0.83	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	139	0	118	169	0	145	432	1240	1302	172	1234	1281
V/C Ratio(X)	0.33	0.00	0.59	0.14	0.00	0.80	0.11	0.74	0.74	0.19	0.38	0.38
Avail Cap(c_a), veh/h	192	0	163	194	0	166	443	1240	1302	200	1234	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	74.1	0.0	75.7	70.5	0.0	75.3	7.9	16.1	16.1	17.1	10.8	10.8
Incr Delay (d2), s/veh	1.4	0.0	4.6	0.4	0.0	20.5	0.1	4.0	3.9	0.5	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.1	0.9	0.0	5.8	0.5	23.1	24.3	0.5	7.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	0.0	80.3	70.9	0.0	95.9	8.0	20.1	20.0	17.6	11.6	11.5
LnGrp LOS	E	A	F	E	A	F	A	C	B	B	B	B
Approach Vol, veh/h	116			138			1936			990		
Approach Delay, s/veh	78.4			91.7			19.8			11.7		
Approach LOS	E			F			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	123.2		17.8	9.0	122.6		20.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	108.7		18.3	5.5	109.7		18.5				
Max Q Clear Time (g_c+I1), s	2.9	57.4		9.6	3.3	20.7		14.6				
Green Ext Time (p_c), s	0.0	26.3		0.3	0.0	7.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	22.5											
HCM 6th LOS	C											

Timings
16: 9th Street & SH-82

2040 Total AM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	20	40	20	100	1080	25	985
Future Volume (vph)	40	20	40	20	100	1080	25	985
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	12.0	45.2	9.6	42.8
Total Split (%)	22.6%	22.6%	22.6%	22.6%	12.0%	45.2%	9.6%	42.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	8.1	8.1	7.8	7.8	73.7	71.1	69.6	65.6
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.74	0.71	0.70	0.66
v/c Ratio	0.29	0.50	0.30	0.39	0.27	0.46	0.07	0.46
Control Delay	47.3	22.8	48.2	25.8	7.0	10.3	5.3	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.3	22.8	48.2	25.8	7.0	10.3	5.3	7.7
LOS	D	C	D	C	A	B	A	A
Approach Delay		29.8		34.4		10.0		7.7
Approach LOS		C		C		B		A

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 11.1
Intersection Capacity Utilization 58.8%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service B

Splits and Phases: 16: 9th Street & SH-82

			
Ø1	Ø2 (R)	Ø4	Ø8
9.6 s	45.2 s	22.6 s	22.6 s
			
Ø5	Ø6 (R)		
12 s	42.8 s		

HCM 6th Signalized Intersection Summary
16: 9th Street & SH-82

2040 Total AM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	80	40	20	45	100	1080	40	25	985	45
Future Volume (veh/h)	40	20	80	40	20	45	100	1080	40	25	985	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.93	0.99		0.94	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	20	82	41	20	46	102	1102	41	26	1005	46
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	34	139	166	44	102	457	2055	76	314	1961	90
Arrive On Green	0.11	0.11	0.11	0.09	0.09	0.09	0.05	0.59	0.59	0.05	1.00	1.00
Sat Flow, veh/h	1781	304	1245	1781	476	1094	1781	3485	130	1781	3450	158
Grp Volume(v), veh/h	41	0	102	41	0	66	102	562	581	26	518	533
Grp Sat Flow(s),veh/h/ln	1781	0	1549	1781	0	1570	1781	1777	1838	1781	1777	1831
Q Serve(g_s), s	2.1	0.0	6.3	2.1	0.0	4.0	2.3	19.0	19.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	6.3	2.1	0.0	4.0	2.3	19.0	19.0	0.6	0.0	0.0
Prop In Lane	1.00		0.80	1.00		0.70	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	199	0	173	166	0	146	457	1048	1084	314	1010	1040
V/C Ratio(X)	0.21	0.00	0.59	0.25	0.00	0.45	0.22	0.54	0.54	0.08	0.51	0.51
Avail Cap(c_a), veh/h	322	0	280	322	0	284	507	1048	1084	360	1010	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	40.4	0.0	42.2	42.1	0.0	42.9	7.8	12.3	12.3	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	3.2	0.8	0.0	2.2	0.2	2.0	1.9	0.1	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.5	1.0	0.0	1.6	0.9	7.6	7.8	0.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	45.4	42.9	0.0	45.1	8.1	14.3	14.2	9.7	1.5	1.5
LnGrp LOS	D	A	D	D	A	D	A	B	B	A	A	A
Approach Vol, veh/h	143			107			1245			1077		
Approach Delay, s/veh	44.1			44.2			13.7			1.7		
Approach LOS	D			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	63.5		15.7	9.2	61.3		13.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	40.7		18.1	7.5	38.3		18.1				
Max Q Clear Time (g_c+l1), s	2.6	21.0		8.3	4.3	2.0		6.0				
Green Ext Time (p_c), s	0.0	7.8		0.4	0.1	8.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	11.7											
HCM 6th LOS	B											

Timings
16: 9th Street & SH-82

2040 Total PM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	15	25	20	50	1915	35	940
Future Volume (vph)	50	15	25	20	50	1915	35	940
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.8	22.8	23.0	23.0	10.2	114.2	10.0	114.0
Total Split (%)	13.4%	13.4%	13.5%	13.5%	6.0%	67.2%	5.9%	67.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	10.4	10.4	9.3	9.3	133.4	127.9	133.0	127.7
Actuated g/C Ratio	0.06	0.06	0.05	0.05	0.78	0.75	0.78	0.75
v/c Ratio	0.49	0.51	0.27	0.68	0.12	0.75	0.24	0.38
Control Delay	91.2	34.6	82.0	37.7	4.9	16.0	8.3	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Total Delay	91.2	34.6	82.0	37.7	4.9	16.0	8.3	10.1
LOS	F	C	F	D	A	B	A	B
Approach Delay		57.4		45.4		15.8		10.0
Approach LOS		E		D		B		A

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 16.9
 Intersection LOS: B
 Intersection Capacity Utilization 73.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: 9th Street & SH-82

								
10 s	114.2 s					22.8 s		23 s
								
10.2 s	114 s							

HCM 6th Signalized Intersection Summary
16: 9th Street & SH-82

2040 Total PM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	15	60	25	20	100	50	1915	15	35	940	35
Future Volume (veh/h)	50	15	60	25	20	100	50	1915	15	35	940	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	15	62	26	21	103	52	1974	15	36	969	36
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	24	99	175	25	125	409	2497	19	154	2402	89
Arrive On Green	0.08	0.08	0.08	0.10	0.10	0.10	0.03	0.69	0.69	0.02	0.69	0.69
Sat Flow, veh/h	1781	295	1221	1781	259	1270	1781	3614	27	1781	3490	130
Grp Volume(v), veh/h	52	0	77	26	0	124	52	969	1020	36	493	512
Grp Sat Flow(s),veh/h/ln	1781	0	1516	1781	0	1529	1781	1777	1865	1781	1777	1843
Q Serve(g_s), s	4.7	0.0	8.4	2.3	0.0	13.5	1.5	63.0	63.4	1.0	20.4	20.4
Cycle Q Clear(g_c), s	4.7	0.0	8.4	2.3	0.0	13.5	1.5	63.0	63.4	1.0	20.4	20.4
Prop In Lane	1.00		0.81	1.00		0.83	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	144	0	123	175	0	150	409	1228	1288	154	1223	1268
V/C Ratio(X)	0.36	0.00	0.63	0.15	0.00	0.83	0.13	0.79	0.79	0.23	0.40	0.40
Avail Cap(c_a), veh/h	192	0	163	194	0	166	421	1228	1288	169	1223	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	74.0	0.0	75.6	70.2	0.0	75.2	8.5	17.9	17.9	21.2	11.4	11.4
Incr Delay (d2), s/veh	1.5	0.0	5.2	0.4	0.0	25.8	0.1	5.2	5.0	0.7	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	3.5	1.1	0.0	6.4	0.6	26.8	28.2	0.7	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	0.0	80.8	70.5	0.0	101.1	8.6	23.1	23.0	21.8	12.3	12.3
LnGrp LOS	E	A	F	E	A	F	A	C	C	C	B	B
Approach Vol, veh/h	129				150				2041			
Approach Delay, s/veh	78.7				95.8				22.6			
Approach LOS	E				F				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	122.0		18.3	9.1	121.5		21.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	109.7		18.3	5.7	109.5		18.5				
Max Q Clear Time (g_c+l1), s	3.0	65.4		10.4	3.5	22.4		15.5				
Green Ext Time (p_c), s	0.0	26.8		0.3	0.0	8.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	24.9											
HCM 6th LOS	C											

Recommended geometry and Control LOS

MOVEMENT SUMMARY

 Site: 1 [2030 Total AM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	243	5.5	276	5.5	0.259	5.9	LOS A	1.1	29.3	0.36	0.25	0.36	31.9
3	L2	186	5.5	211	5.5	0.704	13.8	LOS B	9.6	249.8	0.63	0.60	0.88	30.3
8	T1	145	5.5	165	5.5	0.704	13.8	LOS B	9.6	249.8	0.63	0.60	0.88	30.2
18	R2	373	5.5	424	5.5	0.704	13.8	LOS B	9.6	249.8	0.63	0.60	0.88	29.4
Approach		947	5.5	1076	5.5	0.704	11.8	LOS B	9.6	249.8	0.56	0.51	0.75	30.3
SouthEast: I-70 Off Ramp														
3bx	L3	230	4.4	261	4.4	0.597	22.7	LOS C	3.1	79.1	0.83	1.01	1.49	26.1
3x	L2	3	4.4	3	4.4	0.234	13.5	LOS B	0.8	19.8	0.76	0.76	0.76	29.9
3ax	L1	52	4.4	59	4.4	0.234	13.5	LOS B	0.8	19.8	0.76	0.76	0.76	29.6
18ax	R1	23	4.4	26	4.4	0.234	13.5	LOS B	0.8	19.8	0.76	0.76	0.76	29.6
18bx	R3	5	4.4	6	4.4	0.004	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach		313	4.4	356	4.4	0.597	20.1	LOS C	3.1	79.1	0.80	0.93	1.28	27.0
East: Highway 6														
1	L2	227	6.0	258	6.0	0.475	14.9	LOS B	2.3	59.3	0.73	0.84	1.12	28.5
1a	L1	37	6.0	42	6.0	0.270	11.6	LOS B	0.9	24.9	0.69	0.70	0.73	30.9
6	T1	57	6.0	65	6.0	0.270	11.6	LOS B	0.9	24.9	0.69	0.70	0.73	31.2
16	R2	20	6.0	23	6.0	0.270	11.6	LOS B	0.9	24.9	0.69	0.70	0.73	30.3
Approach		341	6.0	388	6.0	0.475	13.8	LOS B	2.3	59.3	0.71	0.80	0.99	29.3
North: Mel Rey Rd														
7	L2	47	3.6	53	3.6	0.461	16.1	LOS C	2.1	53.2	0.77	0.88	1.16	29.6
4	T1	147	3.6	167	3.6	0.461	16.1	LOS C	2.1	53.2	0.77	0.88	1.16	29.6
14a	R1	41	3.6	47	3.6	0.128	10.5	LOS B	0.4	10.7	0.71	0.71	0.71	32.2
14	R2	6	3.6	7	3.6	0.128	10.5	LOS B	0.4	10.7	0.71	0.71	0.71	31.5
Approach		241	3.6	274	3.6	0.461	15.0	LOS C	2.1	53.2	0.76	0.85	1.07	30.0
West: Highway 6														
5	L2	7	6.1	8	6.1	0.753	29.8	LOS D	5.5	144.1	0.85	1.18	1.99	25.2
2	T1	112	6.1	127	6.1	0.753	29.8	LOS D	5.5	144.1	0.85	1.18	1.99	25.2
12	R2	211	6.1	240	6.1	0.753	29.8	LOS D	5.5	144.1	0.85	1.18	1.99	24.6
12b	R3	47	6.1	53	6.1	0.122	10.0	LOS B	0.4	10.2	0.68	0.68	0.68	31.0
Approach		377	6.1	428	6.1	0.753	27.3	LOS D	5.5	144.1	0.83	1.12	1.83	25.5
All Vehicles		2219	5.3	2522	5.3	0.753	16.3	LOS C	9.6	249.8	0.68	0.75	1.08	28.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2030 Total PM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	510	2.9	560	2.9	0.512	9.3	LOS A	3.1	79.2	0.49	0.36	0.49	30.6
3	L2	301	2.9	331	2.9	0.731	14.6	LOS B	12.2	312.3	0.68	0.68	1.01	29.8
8	T1	174	2.9	191	2.9	0.731	14.6	LOS B	12.2	312.3	0.68	0.68	1.01	29.7
18	R2	301	2.9	331	2.9	0.731	14.6	LOS B	12.2	312.3	0.68	0.68	1.01	28.9
Approach		1286	2.9	1413	2.9	0.731	12.5	LOS B	12.2	312.3	0.61	0.55	0.80	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	116	2.0	127	2.0	0.440	24.1	LOS C	1.7	43.0	0.86	0.96	1.25	25.7
3x	L2	2	2.0	2	2.0	0.431	22.1	LOS C	1.7	42.5	0.84	0.94	1.21	27.6
3ax	L1	76	2.0	84	2.0	0.431	20.4	LOS C	1.7	42.5	0.84	0.94	1.21	27.4
18ax	R1	56	2.0	62	2.0	0.431	20.4	LOS C	1.7	42.5	0.84	0.94	1.21	27.4
18bx	R3	3	2.0	3	2.0	0.002	2.7	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		253	2.0	278	2.0	0.440	21.9	LOS C	1.7	43.0	0.84	0.94	1.22	26.7
East: Highway 6														
1	L2	188	2.0	207	2.0	0.683	32.2	LOS D	3.8	96.5	0.89	1.12	1.75	23.6
1a	L1	145	2.0	159	2.0	0.683	29.4	LOS D	3.9	100.1	0.88	1.11	1.74	24.7
6	T1	123	2.0	135	2.0	0.683	28.4	LOS D	3.9	100.1	0.87	1.11	1.74	25.3
16	R2	33	2.0	36	2.0	0.683	28.4	LOS D	3.9	100.1	0.87	1.11	1.74	24.8
Approach		489	2.0	537	2.0	0.683	30.2	LOS D	3.9	100.1	0.88	1.11	1.74	24.4
North: Mel Rey Rd														
7	L2	39	2.8	43	2.8	0.577	26.9	LOS D	2.6	65.9	0.87	1.03	1.49	26.0
4	T1	140	2.8	154	2.8	0.577	26.9	LOS D	2.6	65.9	0.87	1.03	1.49	26.0
14a	R1	84	2.8	92	2.8	0.399	22.5	LOS C	1.5	37.7	0.85	0.94	1.18	27.5
14	R2	21	2.8	23	2.8	0.399	22.5	LOS C	1.5	37.7	0.85	0.94	1.18	27.0
Approach		284	2.8	312	2.8	0.577	25.3	LOS D	2.6	65.9	0.87	1.00	1.38	26.5
West: Highway 6														
5	L2	8	3.7	9	3.7	0.837	43.4	LOS E	6.7	172.9	0.92	1.35	2.52	21.9
2	T1	127	3.7	140	3.7	0.837	43.4	LOS E	6.7	172.9	0.92	1.35	2.52	21.9
12	R2	188	3.7	207	3.7	0.837	43.4	LOS E	6.7	172.9	0.92	1.35	2.52	21.4
12b	R3	170	3.7	187	3.7	0.510	22.2	LOS C	2.3	58.1	0.83	0.97	1.32	26.5
Approach		493	3.7	542	3.7	0.837	36.1	LOS E	6.7	172.9	0.89	1.22	2.11	23.1
All Vehicles		2805	2.8	3082	2.8	0.837	21.9	LOS C	12.2	312.3	0.75	0.85	1.29	26.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2040 Total AM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	255	5.5	290	5.5	0.276	6.1	LOS A	1.2	31.6	0.38	0.27	0.38	31.8
3	L2	195	5.5	222	5.5	0.750	15.9	LOS C	13.9	362.4	0.70	0.78	1.18	29.4
8	T1	150	5.5	170	5.5	0.750	15.9	LOS C	13.9	362.4	0.70	0.78	1.18	29.4
18	R2	395	5.5	449	5.5	0.750	15.9	LOS C	13.9	362.4	0.70	0.78	1.18	28.6
Approach		995	5.5	1131	5.5	0.750	13.4	LOS B	13.9	362.4	0.62	0.65	0.97	29.7
SouthEast: I-70 Off Ramp														
3bx	L3	240	4.4	273	4.4	0.664	27.8	LOS D	3.6	93.6	0.86	1.09	1.69	24.7
3x	L2	5	4.4	6	4.4	0.273	15.3	LOS C	0.9	24.0	0.78	0.81	0.89	29.2
3ax	L1	55	4.4	63	4.4	0.273	15.3	LOS C	0.9	24.0	0.78	0.81	0.89	28.9
18ax	R1	25	4.4	28	4.4	0.273	15.3	LOS C	0.9	24.0	0.78	0.81	0.89	28.9
18bx	R3	5	4.4	6	4.4	0.004	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach		330	4.4	375	4.4	0.664	24.2	LOS C	3.6	93.6	0.83	1.00	1.46	25.7
East: Highway 6														
1	L2	240	6.0	273	6.0	0.526	17.0	LOS C	2.6	69.2	0.76	0.90	1.26	27.8
1a	L1	40	6.0	45	6.0	0.312	13.0	LOS B	1.2	30.2	0.72	0.76	0.85	30.4
6	T1	60	6.0	68	6.0	0.312	13.0	LOS B	1.2	30.2	0.72	0.76	0.85	30.7
16	R2	25	6.0	28	6.0	0.312	13.0	LOS B	1.2	30.2	0.72	0.76	0.85	29.8
Approach		365	6.0	415	6.0	0.526	15.6	LOS C	2.6	69.2	0.74	0.85	1.12	28.6
North: Mel Rey Rd														
7	L2	50	3.6	57	3.6	0.515	18.7	LOS C	2.4	62.1	0.80	0.94	1.29	28.6
4	T1	155	3.6	176	3.6	0.515	18.7	LOS C	2.4	62.1	0.80	0.94	1.29	28.6
14a	R1	45	3.6	51	3.6	0.159	11.7	LOS B	0.5	13.3	0.73	0.73	0.73	31.7
14	R2	10	3.6	11	3.6	0.159	11.7	LOS B	0.5	13.3	0.73	0.73	0.73	31.0
Approach		260	3.6	295	3.6	0.515	17.2	LOS C	2.4	62.1	0.79	0.89	1.17	29.2
West: Highway 6														
5	L2	10	6.1	11	6.1	0.856	42.7	LOS E	7.9	207.4	0.90	1.41	2.68	22.0
2	T1	120	6.1	136	6.1	0.856	42.7	LOS E	7.9	207.4	0.90	1.41	2.68	22.0
12	R2	225	6.1	256	6.1	0.856	42.7	LOS E	7.9	207.4	0.90	1.41	2.68	21.6
12b	R3	50	6.1	57	6.1	0.138	10.8	LOS B	0.4	11.5	0.71	0.71	0.71	30.6
Approach		405	6.1	460	6.1	0.856	38.8	LOS E	7.9	207.4	0.88	1.32	2.44	22.5
All Vehicles		2355	5.3	2676	5.3	0.856	20.0	LOS C	13.9	362.4	0.73	0.87	1.34	27.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

MOVEMENT SUMMARY

 Site: 1 [2040 Total PM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	535	2.9	588	2.9	0.544	9.9	LOS A	3.4	86.9	0.53	0.39	0.53	30.3
3	L2	315	2.9	346	2.9	0.771	16.6	LOS C	16.5	421.3	0.76	0.85	1.28	29.0
8	T1	180	2.9	198	2.9	0.771	16.6	LOS C	16.5	421.3	0.76	0.85	1.28	29.0
18	R2	315	2.9	346	2.9	0.771	16.6	LOS C	16.5	421.3	0.76	0.85	1.28	28.2
Approach		1345	2.9	1478	2.9	0.771	14.0	LOS B	16.5	421.3	0.66	0.67	0.98	29.3
SouthEast: I-70 Off Ramp														
3bx	L3	120	2.0	132	2.0	0.495	28.3	LOS D	1.9	49.5	0.88	1.00	1.36	24.6
3x	L2	5	2.0	5	2.0	0.495	26.6	LOS D	2.0	50.7	0.87	0.99	1.35	25.9
3ax	L1	80	2.0	88	2.0	0.495	24.3	LOS C	2.0	50.7	0.87	0.99	1.34	26.2
18ax	R1	60	2.0	66	2.0	0.495	24.3	LOS C	2.0	50.7	0.87	0.99	1.34	26.2
18bx	R3	5	2.0	5	2.0	0.004	2.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		270	2.0	297	2.0	0.495	25.7	LOS D	2.0	50.7	0.86	0.98	1.33	25.5
East: Highway 6														
1	L2	200	2.0	220	2.0	0.773	42.6	LOS E	4.8	123.1	0.92	1.23	2.11	21.4
1a	L1	155	2.0	170	2.0	0.773	38.9	LOS E	5.1	129.0	0.91	1.23	2.11	22.4
6	T1	130	2.0	143	2.0	0.773	37.7	LOS E	5.1	129.0	0.91	1.23	2.11	23.0
16	R2	35	2.0	38	2.0	0.773	37.7	LOS E	5.1	129.0	0.91	1.23	2.11	22.5
Approach		520	2.0	571	2.0	0.773	39.9	LOS E	5.1	129.0	0.92	1.23	2.11	22.1
North: Mel Rey Rd														
7	L2	40	2.8	44	2.8	0.643	33.0	LOS D	3.0	76.8	0.90	1.10	1.67	24.3
4	T1	145	2.8	159	2.8	0.643	33.0	LOS D	3.0	76.8	0.90	1.10	1.67	24.3
14a	R1	90	2.8	99	2.8	0.475	27.5	LOS D	1.8	46.6	0.88	0.99	1.33	25.9
14	R2	25	2.8	27	2.8	0.475	27.5	LOS D	1.8	46.6	0.88	0.99	1.33	25.5
Approach		300	2.8	330	2.8	0.643	30.9	LOS D	3.0	76.8	0.89	1.06	1.54	24.9
West: Highway 6														
5	L2	10	3.7	11	3.7	0.953	66.3	LOS F	10.9	281.8	0.97	1.70	3.71	17.9
2	T1	135	3.7	148	3.7	0.953	66.3	LOS F	10.9	281.8	0.97	1.70	3.71	17.9
12	R2	200	3.7	220	3.7	0.953	66.3	LOS F	10.9	281.8	0.97	1.70	3.71	17.6
12b	R3	180	3.7	198	3.7	0.579	26.9	LOS D	2.7	69.2	0.86	1.03	1.49	25.1
Approach		525	3.7	577	3.7	0.953	52.8	LOS F	10.9	281.8	0.93	1.47	2.95	19.7
All Vehicles		2960	2.8	3253	2.8	0.953	28.2	LOS D	16.5	421.3	0.80	0.98	1.62	25.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

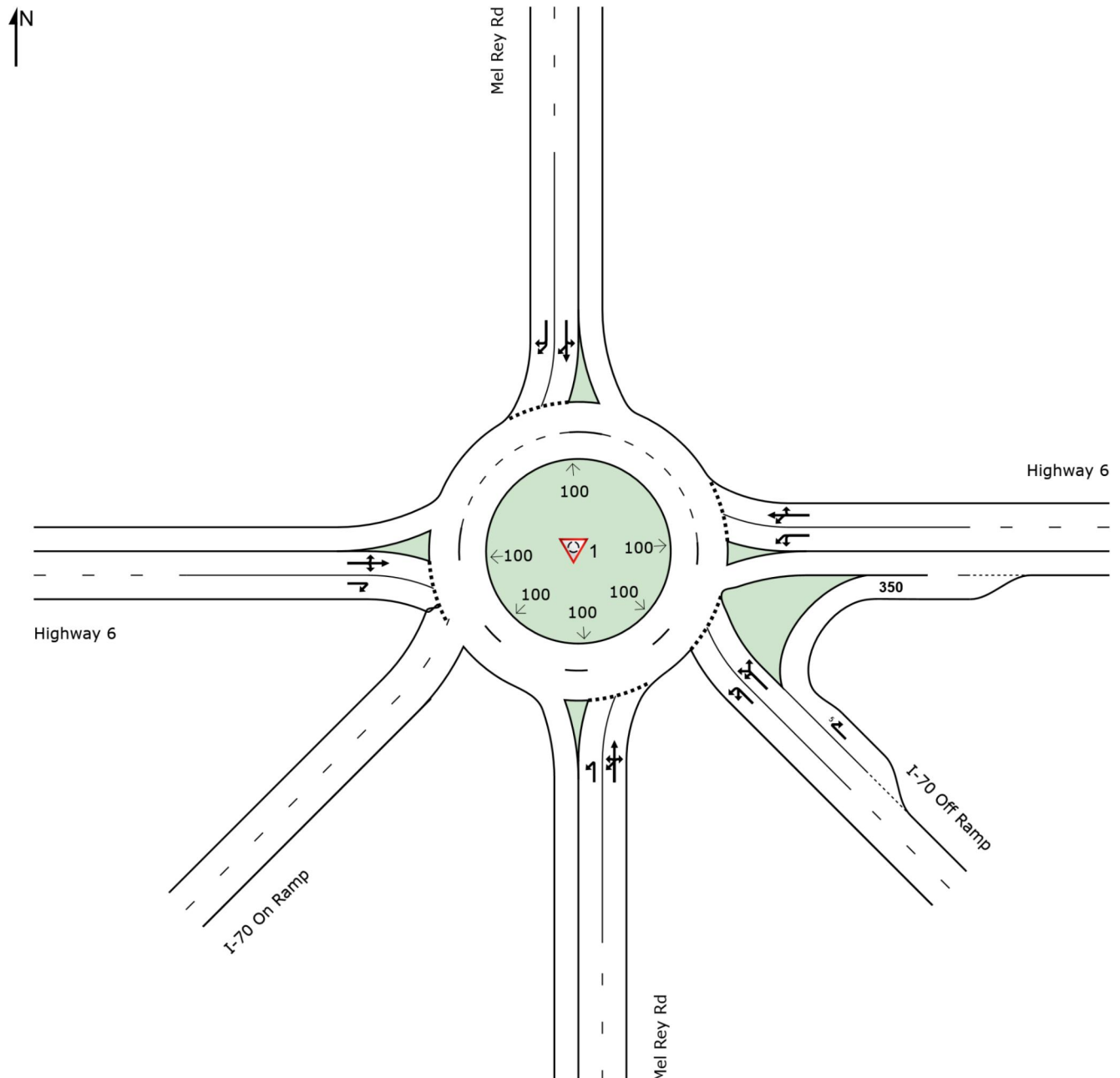
Roundabout Capacity Model: US HCM 6.

SITE LAYOUT

Site: 1 [2030 Total AM Improved (Site Folder: General)]

Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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 Improved.sip9

MOVEMENT SUMMARY

 Site: 2 [2030 Total AM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	31	6.0	35	6.0	0.434	10.6	LOS B	2.3	60.6	0.67	0.74	0.88	32.4
8	T1	495	6.0	556	6.0	0.434	10.6	LOS B	2.3	60.6	0.67	0.74	0.88	32.2
18	R2	50	6.0	56	6.0	0.434	10.6	LOS B	2.3	60.6	0.67	0.74	0.88	31.4
Approach		576	6.0	647	6.0	0.434	10.6	LOS B	2.3	60.6	0.67	0.74	0.88	32.1
North: RoadName														
7	L2	75	3.5	84	3.5	0.479	7.6	LOS A	3.2	82.5	0.20	0.07	0.20	33.6
4	T1	706	3.5	793	3.5	0.479	9.7	LOS A	3.2	82.5	0.18	0.07	0.18	34.1
14a	R1	56	3.5	63	3.5	0.230	4.7	LOS A	1.1	28.0	0.14	0.05	0.14	35.1
Approach		837	3.5	940	3.5	0.479	9.2	LOS A	3.2	82.5	0.18	0.07	0.18	34.1
West: I-70 EB Off Ramp														
5	L2	411	4.7	462	4.7	0.854	38.4	LOS E	9.3	242.0	0.90	1.41	2.61	22.2
2	T1	3	4.7	3	4.7	1.085	91.1	LOS F	30.1	780.1	1.00	2.56	6.21	14.8
12	R2	660	4.7	742	4.7	1.085	76.6	LOS F	30.1	780.1	0.94	2.19	5.10	16.4
12b	R3	53	4.7	60	4.7	0.402	13.1	LOS B	1.8	47.0	0.72	0.80	0.98	29.7
Approach		1127	4.7	1266	4.7	1.085	59.7	LOS F	30.1	780.1	0.91	1.84	4.00	18.6
SouthWest: Riverrine Road														
5ax	L1	33	8.2	37	8.2	0.607	42.6	LOS E	2.3	60.5	0.92	1.10	1.65	21.6
12ax	R1	24	8.2	27	8.2	0.607	42.6	LOS E	2.3	60.5	0.92	1.10	1.65	21.7
12bx	R3	59	8.2	66	8.2	0.607	52.6	LOS F	2.3	60.5	0.92	1.10	1.65	21.2
Approach		116	8.2	130	8.2	0.607	47.7	LOS E	2.3	60.5	0.92	1.10	1.65	21.4
All Vehicles		2656	4.8	2984	4.8	1.085	32.6	LOS D	30.1	780.1	0.63	1.01	2.02	24.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: K:\DEN_TPTO\096798001 - Meadows\Engineering\2022 Study\Analysis\Improvements\2_Riverrine\I-70 Eb & Midland Roundabout Improved.sip9

MOVEMENT SUMMARY

 Site: 2 [2030 Total PM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	61	2.1	69	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	29.8
8	T1	1046	2.1	1189	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	29.5
18	R2	91	2.1	103	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	28.8
Approach		1198	2.1	1361	2.1	0.731	17.2	LOS C	10.5	266.1	0.84	1.14	1.63	29.5
North: RoadName														
7	L2	98	2.3	111	2.3	0.370	6.2	LOS A	2.1	53.3	0.25	0.11	0.25	34.0
4	T1	448	2.3	509	2.3	0.370	7.0	LOS A	2.1	53.3	0.23	0.11	0.23	34.4
14a	R1	82	2.3	93	2.3	0.178	4.3	LOS A	0.8	20.3	0.19	0.08	0.19	35.4
Approach		628	2.3	714	2.3	0.370	6.5	LOS A	2.1	53.3	0.23	0.10	0.23	34.5
West: I-70 EB Off Ramp														
5	L2	150	5.3	170	5.3	0.262	8.8	LOS A	1.0	25.8	0.64	0.64	0.64	30.8
2	T1	1	5.3	1	5.3	0.403	11.2	LOS B	1.9	50.4	0.69	0.76	0.90	31.8
12	R2	283	5.3	322	5.3	0.403	11.4	LOS B	1.9	50.4	0.67	0.73	0.84	31.1
12b	R3	32	5.3	36	5.3	0.149	7.2	LOS A	0.5	13.9	0.60	0.60	0.60	32.1
Approach		466	5.3	530	5.3	0.403	10.3	LOS B	1.9	50.4	0.66	0.69	0.76	31.0
SouthWest: Riverrine Road														
5ax	L1	81	2.0	92	2.0	0.394	13.3	LOS B	1.7	43.0	0.73	0.81	1.00	30.1
12ax	R1	45	2.0	51	2.0	0.394	13.3	LOS B	1.7	43.0	0.73	0.81	1.00	30.1
12bx	R3	55	2.0	63	2.0	0.394	18.0	LOS C	1.7	43.0	0.73	0.81	1.00	29.3
Approach		181	2.0	206	2.0	0.394	14.7	LOS B	1.7	43.0	0.73	0.81	1.00	29.8
All Vehicles		2473	2.7	2810	2.7	0.731	13.0	LOS B	10.5	266.1	0.64	0.77	1.06	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 2 [2040 Total AM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	35	6.0	39	6.0	0.464	11.6	LOS B	2.6	68.4	0.69	0.79	0.98	32.0
8	T1	510	6.0	573	6.0	0.464	11.6	LOS B	2.6	68.4	0.69	0.79	0.98	31.7
18	R2	50	6.0	56	6.0	0.464	11.6	LOS B	2.6	68.4	0.69	0.79	0.98	31.0
Approach		595	6.0	669	6.0	0.464	11.6	LOS B	2.6	68.4	0.69	0.79	0.98	31.7
North: RoadName														
7	L2	80	3.5	90	3.5	0.502	8.0	LOS A	3.5	89.9	0.22	0.09	0.22	33.4
4	T1	735	3.5	826	3.5	0.502	10.2	LOS B	3.5	89.9	0.20	0.08	0.20	33.9
14a	R1	60	3.5	67	3.5	0.242	4.8	LOS A	1.2	29.7	0.15	0.06	0.15	35.1
Approach		875	3.5	983	3.5	0.502	9.6	LOS A	3.5	89.9	0.20	0.08	0.20	34.0
West: I-70 EB Off Ramp														
5	L2	435	4.7	489	4.7	0.945	55.1	LOS F	13.9	361.5	0.94	1.74	3.63	19.1
2	T1	5	4.7	6	4.7	1.197	131.8	LOS F	44.5	1154.2	1.00	3.22	8.52	11.7
12	R2	690	4.7	775	4.7	1.197	109.5	LOS F	44.5	1154.2	0.95	2.72	6.96	13.2
12b	R3	60	4.7	67	4.7	0.443	14.6	LOS B	2.1	54.1	0.74	0.84	1.08	29.1
Approach		1190	4.7	1337	4.7	1.197	84.9	LOS F	44.5	1154.2	0.93	2.27	5.45	15.4
SouthWest: Riverrine Road														
5ax	L1	35	8.2	39	8.2	0.681	51.4	LOS F	2.7	72.4	0.93	1.16	1.85	19.9
12ax	R1	25	8.2	28	8.2	0.681	51.4	LOS F	2.7	72.4	0.93	1.16	1.85	20.0
12bx	R3	65	8.2	73	8.2	0.681	61.8	LOS F	2.7	72.4	0.93	1.16	1.85	19.6
Approach		125	8.2	140	8.2	0.681	56.8	LOS F	2.7	72.4	0.93	1.16	1.85	19.8
All Vehicles		2785	4.8	3129	4.8	1.197	44.3	LOS E	44.5	1154.2	0.65	1.21	2.69	21.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 2 [2040 Total PM Improved (Site Folder: General)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Midland Ave														
3b	L3	65	2.1	74	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	28.4
8	T1	1090	2.1	1239	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	28.1
18	R2	95	2.1	108	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	27.5
Approach		1250	2.1	1420	2.1	0.787	20.9	LOS C	13.0	330.5	0.90	1.32	1.97	28.1
North: RoadName														
7	L2	105	2.3	119	2.3	0.391	6.5	LOS A	2.3	57.8	0.26	0.13	0.26	33.9
4	T1	465	2.3	528	2.3	0.391	7.2	LOS A	2.3	57.8	0.25	0.12	0.25	34.3
14a	R1	90	2.3	102	2.3	0.188	4.4	LOS A	0.8	21.6	0.20	0.09	0.20	35.4
Approach		660	2.3	750	2.3	0.391	6.7	LOS A	2.3	57.8	0.24	0.11	0.24	34.3
West: I-70 EB Off Ramp														
5	L2	160	5.3	182	5.3	0.290	9.5	LOS A	1.1	28.9	0.65	0.66	0.66	30.5
2	T1	5	5.3	6	5.3	0.444	12.5	LOS B	2.3	58.9	0.71	0.80	1.01	31.2
12	R2	295	5.3	335	5.3	0.444	12.5	LOS B	2.3	58.9	0.69	0.77	0.93	30.6
12b	R3	35	5.3	40	5.3	0.164	7.7	LOS A	0.6	15.3	0.62	0.62	0.62	31.9
Approach		495	5.3	563	5.3	0.444	11.2	LOS B	2.3	58.9	0.67	0.72	0.82	30.7
SouthWest: Riverrine Road														
5ax	L1	85	2.0	97	2.0	0.446	15.2	LOS C	2.0	51.1	0.76	0.86	1.12	29.4
12ax	R1	50	2.0	57	2.0	0.446	15.2	LOS C	2.0	51.1	0.76	0.86	1.12	29.4
12bx	R3	60	2.0	68	2.0	0.446	20.1	LOS C	2.0	51.1	0.76	0.86	1.12	28.6
Approach		195	2.0	222	2.0	0.446	16.7	LOS C	2.0	51.1	0.76	0.86	1.12	29.1
All Vehicles		2600	2.8	2955	2.8	0.787	15.2	LOS C	13.0	330.5	0.68	0.86	1.25	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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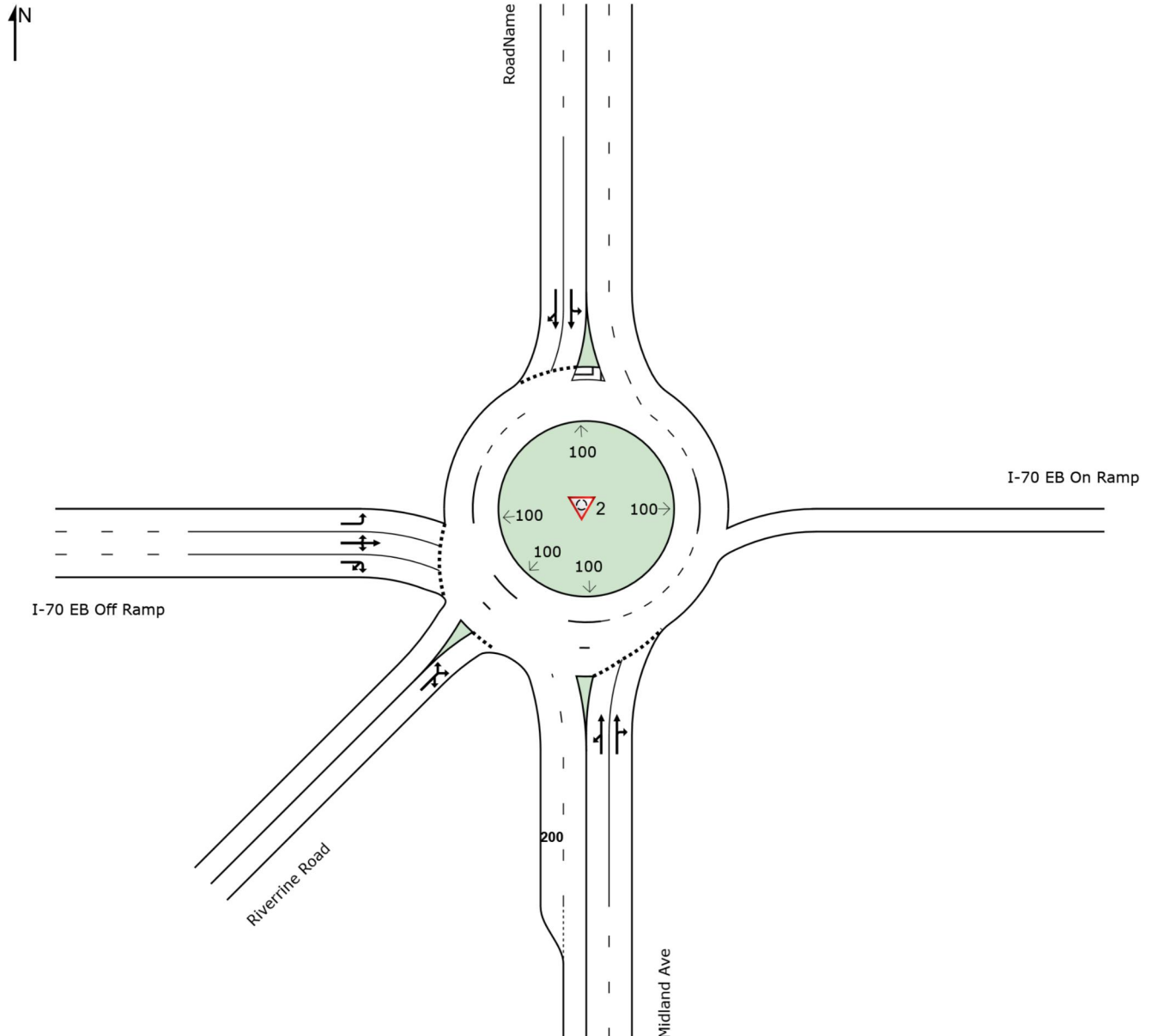
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SITE LAYOUT

 Site: 2 [2030 Total AM Improved (Site Folder: General)]

Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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HCM 6th TWSC
3: Midland Avenue & Deveraux Road

2030 Total AM - Improved

01/30/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	551	14	61	1353
Future Vol, veh/h	0	16	551	14	61	1353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	612	16	68	1503
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	620	0	0	628	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	488	-	-	954	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	488	-	-	954	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.7	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	488	954	-	
HCM Lane V/C Ratio	-	-	0.036	0.071	-	
HCM Control Delay (s)	-	-	12.7	9.1	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘		↗	↘
Traffic Vol, veh/h	31	56	1132	32	35	670
Future Vol, veh/h	31	56	1132	32	35	670
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	62	1244	35	38	736
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2076	1264	0	0	1281	0
Stage 1	1264	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	59	207	-	-	542	-
Stage 1	266	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	55	207	-	-	541	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	29.6	0		0.6		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	207		541	-	
HCM Lane V/C Ratio	-	0.297		0.071	-	
HCM Control Delay (s)	-	29.6		12.2	-	
HCM Lane LOS	-	D		B	-	
HCM 95th %tile Q(veh)	-	1.2		0.2	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	20	570	15	65	1410
Future Vol, veh/h	25	20	570	15	65	1410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	22	620	16	71	1533
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2303	628	0	0	636	0
Stage 1	628	-	-	-	-	-
Stage 2	1675	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	42	483	-	-	947	-
Stage 1	532	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	483	-	-	947	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.8	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 483		947	-	
HCM Lane V/C Ratio	-	- 0.045		0.075	-	
HCM Control Delay (s)	-	- 12.8		9.1	-	
HCM Lane LOS	-	- B		A	-	
HCM 95th %tile Q(veh)	-	- 0.1		0.2	-	

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	60	1180	35	40	695
Future Vol, veh/h	0	60	1180	35	40	695
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	1283	38	43	755
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	1304	0	0	1323	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	196	-	-	522	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	196	-	-	521	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	32.3	0		0.7		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	196		521	-	
HCM Lane V/C Ratio	-	0.333		0.083	-	
HCM Control Delay (s)	-	32.3		12.5	-	
HCM Lane LOS	-	D		B	-	
HCM 95th %tile Q(veh)	-	1.4		0.3	-	

Timings
4: Wulfsohn Road & Midland Ave

2030 Total AM
12/01/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	42	992	315	15	327	225	0	14	2	13
Future Volume (vph)	42	992	315	15	327	225	0	14	2	13
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2			6		4		8	
Permitted Phases	2		2	6		4		8		8
Detector Phase	2	2	2	6	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	66.0	66.0	66.0	66.0	66.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	62.6	62.6	62.6	62.6	62.6		18.6		18.6	18.6
Actuated g/C Ratio	0.69	0.69	0.69	0.69	0.69		0.21		0.21	0.21
v/c Ratio	0.07	0.87	0.32	0.15	0.30		0.90		0.06	0.04
Control Delay	5.1	20.7	5.1	8.6	6.2		65.6		28.6	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	5.1	20.7	5.1	8.6	6.2		65.6		28.6	11.9
LOS	A	C	A	A	A		E		C	B
Approach Delay		16.6			6.3		65.6		21.0	
Approach LOS		B			A		E		C	
Intersection Summary										
Cycle Length: 90										
Actuated Cycle Length: 90.2										
Natural Cycle: 90										
Control Type: Semi Act-Uncoord										
Maximum v/c Ratio: 0.90										
Intersection Signal Delay: 20.5										
Intersection LOS: C										
Intersection Capacity Utilization 79.0%										
ICU Level of Service D										
Analysis Period (min) 15										

Splits and Phases: 4: Wulfsohn Road & Midland Ave



HCM 6th Signalized Intersection Summary

4: Wulfsohn Road & Midland Ave

2030 Total AM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	992	315	15	327	10	225	0	2	14	2	13
Future Volume (veh/h)	42	992	315	15	327	10	225	0	2	14	2	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	1127	358	17	372	11	256	0	2	16	2	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	688	1286	1090	157	1243	37	363	0	2	401	46	335
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.00	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1000	1870	1585	355	1807	53	1335	0	10	1538	217	1585
Grp Volume(v), veh/h	48	1127	358	17	0	383	258	0	0	18	0	15
Grp Sat Flow(s),veh/h/ln	1000	1870	1585	355	0	1861	1345	0	0	1755	0	1585
Q Serve(g_s), s	1.8	42.3	8.1	3.5	0.0	7.2	16.1	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	9.0	42.3	8.1	45.9	0.0	7.2	16.8	0.0	0.0	0.7	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.03	0.99		0.01	0.89		1.00
Lane Grp Cap(c), veh/h	688	1286	1090	157	0	1280	365	0	0	447	0	335
V/C Ratio(X)	0.07	0.88	0.33	0.11	0.00	0.30	0.71	0.00	0.00	0.04	0.00	0.04
Avail Cap(c_a), veh/h	688	1286	1090	157	0	1280	374	0	0	457	0	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	11.0	5.6	29.0	0.0	5.5	34.8	0.0	0.0	28.1	0.0	28.1
Incr Delay (d2), s/veh	0.2	8.6	0.8	1.4	0.0	0.6	5.9	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	16.9	2.5	0.4	0.0	2.6	5.9	0.0	0.0	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	19.5	6.4	30.4	0.0	6.1	40.6	0.0	0.0	28.1	0.0	28.1
LnGrp LOS	A	B	A	C	A	A	D	A	A	C	A	C
Approach Vol, veh/h	1533				400				258			
Approach Delay, s/veh	16.1				7.1				40.6			
Approach LOS	B				A				D			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	66.0			23.4			66.0			23.4		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	61.5			19.5			61.5			19.5		
Max Q Clear Time (g_c+l1), s	44.3			18.8			47.9			2.7		
Green Ext Time (p_c), s	10.6			0.1			2.2			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	17.5											
HCM 6th LOS	B											

Timings

4: Wulfsohn Road & Midland Ave

2030 Total PM
12/01/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	41	442	269	9	856	269	0	34	0	65
Future Volume (vph)	41	442	269	9	856	269	0	34	0	65
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2			6		4		8	
Permitted Phases	2		2	6		4		8		8
Detector Phase	2	2	2	6	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None
Act Efect Green (s)	55.7	55.7	55.7	55.7	55.7		22.7		22.7	22.7
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64		0.26		0.26	0.26
v/c Ratio	0.35	0.42	0.29	0.02	0.85		0.88		0.10	0.16
Control Delay	17.5	9.7	5.2	6.9	22.1		56.0		24.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	17.5	9.7	5.2	6.9	22.1		56.0		24.8	7.2
LOS	B	A	A	A	C		E		C	A
Approach Delay		8.5			22.0		56.0		13.2	
Approach LOS		A			C		E		B	
Intersection Summary										
Cycle Length: 90										
Actuated Cycle Length: 87.5										
Natural Cycle: 70										
Control Type: Semi Act-Uncoord										
Maximum v/c Ratio: 0.88										
Intersection Signal Delay: 21.2					Intersection LOS: C					
Intersection Capacity Utilization 78.2%					ICU Level of Service D					
Analysis Period (min) 15										

Splits and Phases: 4: Wulfsohn Road & Midland Ave



HCM 6th Signalized Intersection Summary

4: Wulfsohn Road & Midland Ave

2030 Total PM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	442	269	9	856	33	269	0	7	34	0	65
Future Volume (veh/h)	41	442	269	9	856	33	269	0	7	34	0	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	497	302	10	962	37	302	0	8	38	0	73
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1176	995	418	1124	43	409	0	9	552	0	427
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	564	1870	1583	680	1789	69	1220	0	32	1744	0	1582
Grp Volume(v), veh/h	46	497	302	10	0	999	310	0	0	38	0	73
Grp Sat Flow(s),veh/h/ln	564	1870	1583	680	0	1858	1252	0	0	1744	0	1582
Q Serve(g_s), s	6.3	11.9	7.7	0.7	0.0	38.2	20.0	0.0	0.0	0.0	0.0	3.1
Cycle Q Clear(g_c), s	44.5	11.9	7.7	12.5	0.0	38.2	21.4	0.0	0.0	1.4	0.0	3.1
Prop In Lane	1.00		1.00	1.00		0.04	0.97		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	192	1176	995	418	0	1168	418	0	0	552	0	427
V/C Ratio(X)	0.24	0.42	0.30	0.02	0.00	0.86	0.74	0.00	0.00	0.07	0.00	0.17
Avail Cap(c_a), veh/h	192	1176	995	418	0	1168	443	0	0	579	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	8.3	7.5	11.5	0.0	13.2	32.1	0.0	0.0	24.1	0.0	24.7
Incr Delay (d2), s/veh	2.9	1.1	0.8	0.1	0.0	8.1	6.2	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.6	2.5	0.1	0.0	16.1	7.0	0.0	0.0	0.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	9.4	8.3	11.6	0.0	21.3	38.3	0.0	0.0	24.1	0.0	24.9
LnGrp LOS	C	A	A	B	A	C	D	A	A	C	A	C
Approach Vol, veh/h	845			1009			310			111		
Approach Delay, s/veh	10.4			21.2			38.3			24.6		
Approach LOS	B			C			D			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			28.3			60.0			28.3		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	55.5			25.5			55.5			25.5		
Max Q Clear Time (g_c+l1), s	46.5			23.4			40.2			5.1		
Green Ext Time (p_c), s	3.3			0.4			7.3			0.3		
Intersection Summary												
HCM 6th Ctrl Delay	19.7											
HCM 6th LOS	B											

Timings

4: Wulfsohn Road & Midland Ave

2040 Total AM

12/01/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	45	1045	320	20	345	230	0	15	5	15
Future Volume (vph)	45	1045	320	20	345	230	0	15	5	15
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2			6		4		8	
Permitted Phases	2		2	6		4		8		8
Detector Phase	2	2	2	6	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	67.0	67.0	67.0	67.0	67.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	74.4%	74.4%	74.4%	74.4%	74.4%	25.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None
Act Efect Green (s)	63.6	63.6	63.6	63.6	63.6		18.0		18.0	18.0
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70		0.20		0.20	0.20
v/c Ratio	0.07	0.87	0.31	0.18	0.30		0.92		0.07	0.05
Control Delay	4.8	19.9	4.7	9.2	5.8		71.4		29.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	4.8	19.9	4.7	9.2	5.8		71.4		29.5	12.6
LOS	A	B	A	A	A		E		C	B
Approach Delay		16.0			6.0		71.4		22.2	
Approach LOS		B			A		E		C	
Intersection Summary										
Cycle Length: 90										
Actuated Cycle Length: 90.6										
Natural Cycle: 90										
Control Type: Semi Act-Uncoord										
Maximum v/c Ratio: 0.92										
Intersection Signal Delay: 20.6					Intersection LOS: C					
Intersection Capacity Utilization 82.2%					ICU Level of Service E					
Analysis Period (min) 15										

Splits and Phases: 4: Wulfsohn Road & Midland Ave



HCM 6th Signalized Intersection Summary 4: Wulfsohn Road & Midland Ave

2040 Total AM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1045	320	20	345	10	230	0	5	15	5	15
Future Volume (veh/h)	45	1045	320	20	345	10	230	0	5	15	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	1136	348	22	375	11	250	0	5	16	5	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	693	1299	1101	159	1255	37	348	0	5	339	97	326
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.00	0.21	0.21	0.21	0.21
Sat Flow, veh/h	997	1870	1585	355	1808	53	1306	0	26	1308	472	1585
Grp Volume(v), veh/h	49	1136	348	22	0	386	255	0	0	21	0	16
Grp Sat Flow(s),veh/h/ln	997	1870	1585	355	0	1861	1333	0	0	1780	0	1585
Q Serve(g_s), s	1.8	42.5	7.7	4.6	0.0	7.2	16.2	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	9.0	42.5	7.7	47.2	0.0	7.2	17.0	0.0	0.0	0.8	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.03	0.98		0.02	0.76		1.00
Lane Grp Cap(c), veh/h	693	1299	1101	159	0	1292	353	0	0	436	0	326
V/C Ratio(X)	0.07	0.87	0.32	0.14	0.00	0.30	0.72	0.00	0.00	0.05	0.00	0.05
Avail Cap(c_a), veh/h	693	1299	1101	159	0	1292	353	0	0	436	0	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	10.7	5.4	29.1	0.0	5.3	35.6	0.0	0.0	28.7	0.0	28.7
Incr Delay (d2), s/veh	0.2	8.4	0.8	1.8	0.0	0.6	7.1	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	16.8	2.3	0.5	0.0	2.5	6.1	0.0	0.0	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	19.1	6.1	30.9	0.0	5.9	42.6	0.0	0.0	28.8	0.0	28.8
LnGrp LOS	A	B	A	C	A	A	D	A	A	C	A	C
Approach Vol, veh/h	1533				408				255			
Approach Delay, s/veh	15.8				7.2				42.6			
Approach LOS	B				A				D			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	67.0			23.0			67.0			23.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	62.5			18.5			62.5			18.5		
Max Q Clear Time (g_c+l1), s	44.5			19.0			49.2			2.8		
Green Ext Time (p_c), s	11.0			0.0			2.3			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	17.5											
HCM 6th LOS	B											

Timings
4: Wulfsohn Road & Midland Ave

2040 Total PM
12/01/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	45	465	275	10	900	275	0	35	0	70
Future Volume (vph)	45	465	275	10	900	275	0	35	0	70
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2			6		4		8	
Permitted Phases	2		2	6		4		8		8
Detector Phase	2	2	2	6	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	61.0	61.0	61.0	61.0	61.0	29.0	29.0	29.0	29.0	29.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%	67.8%	32.2%	32.2%	32.2%	32.2%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None
Act Efect Green (s)	56.7	56.7	56.7	56.7	56.7		22.6		22.6	22.6
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64		0.26		0.26	0.26
v/c Ratio	0.39	0.42	0.29	0.02	0.85		0.89		0.10	0.17
Control Delay	19.6	9.5	4.9	6.5	22.2		59.0		25.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	19.6	9.5	4.9	6.5	22.2		59.0		25.5	7.4
LOS	B	A	A	A	C		E		C	A
Approach Delay		8.4			22.1		59.0		13.4	
Approach LOS		A			C		E		B	
Intersection Summary										
Cycle Length: 90										
Actuated Cycle Length: 88.3										
Natural Cycle: 80										
Control Type: Semi Act-Uncoord										
Maximum v/c Ratio: 0.89										
Intersection Signal Delay: 21.6					Intersection LOS: C					
Intersection Capacity Utilization 81.4%					ICU Level of Service D					
Analysis Period (min) 15										

Splits and Phases: 4: Wulfsohn Road & Midland Ave

											
Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2
61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s
Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6
61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s	61 s
Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4
29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s
Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8
29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s	29 s

HCM 6th Signalized Intersection Summary

4: Wulfsohn Road & Midland Ave

2040 Total PM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	465	275	10	900	35	275	0	10	35	0	70
Future Volume (veh/h)	45	465	275	10	900	35	275	0	10	35	0	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	505	299	11	978	38	299	0	11	38	0	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1182	1000	416	1130	44	402	0	12	548	0	423
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	555	1870	1583	677	1788	69	1205	0	44	1748	0	1582
Grp Volume(v), veh/h	49	505	299	11	0	1016	310	0	0	38	0	76
Grp Sat Flow(s),veh/h/ln	555	1870	1583	677	0	1858	1250	0	0	1748	0	1582
Q Serve(g_s), s	7.0	12.2	7.7	0.7	0.0	39.7	20.4	0.0	0.0	0.0	0.0	3.3
Cycle Q Clear(g_c), s	46.8	12.2	7.7	12.9	0.0	39.7	21.8	0.0	0.0	1.4	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.04	0.96		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	184	1182	1000	416	0	1174	413	0	0	548	0	423
V/C Ratio(X)	0.27	0.43	0.30	0.03	0.00	0.87	0.75	0.00	0.00	0.07	0.00	0.18
Avail Cap(c_a), veh/h	184	1182	1000	416	0	1174	422	0	0	557	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	8.3	7.5	11.6	0.0	13.4	32.7	0.0	0.0	24.5	0.0	25.2
Incr Delay (d2), s/veh	3.5	1.1	0.8	0.1	0.0	8.6	7.2	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.7	2.5	0.1	0.0	16.9	7.2	0.0	0.0	0.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	9.4	8.2	11.7	0.0	22.0	39.8	0.0	0.0	24.6	0.0	25.4
LnGrp LOS	D	A	A	B	A	C	D	A	A	C	A	C
Approach Vol, veh/h	853			1027			310			114		
Approach Delay, s/veh	10.5			21.9			39.8			25.1		
Approach LOS	B			C			D			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	61.0			28.4			61.0			28.4		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	56.5			24.5			56.5			24.5		
Max Q Clear Time (g_c+l1), s	48.8			23.8			41.7			5.3		
Green Ext Time (p_c), s	3.0			0.1			7.3			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	20.3											
HCM 6th LOS	C											

MOVEMENT SUMMARY

 **Site: 4 [Midland Avenue & Wulfsohn Road (2030 AM) - 2 Lanes
(Site Folder: General)]**

2030 Total AM Peak
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Wulfsohn Road														
3	L2	225	3.0	256	3.0	0.676	30.2	LOS D	4.1	104.9	0.88	1.11	1.71	24.1
8	T1	1	3.0	1	3.0	0.676	30.2	LOS D	4.1	104.9	0.88	1.11	1.71	24.0
18	R2	2	3.0	2	3.0	0.676	30.2	LOS D	4.1	104.9	0.88	1.11	1.71	23.6
Approach		228	3.0	259	3.0	0.676	30.2	LOS D	4.1	104.9	0.88	1.11	1.71	24.1
East: Midland Avenue														
1	L2	15	3.0	17	3.0	0.193	5.3	LOS A	0.8	20.8	0.43	0.33	0.43	34.9
6	T1	327	3.0	372	3.0	0.193	5.3	LOS A	0.8	20.8	0.43	0.33	0.43	35.0
16	R2	10	3.0	11	3.0	0.193	5.3	LOS A	0.8	20.8	0.43	0.33	0.43	34.0
Approach		352	3.0	400	3.0	0.193	5.3	LOS A	0.8	20.8	0.43	0.33	0.43	34.9
North: Wulfsohn Road														
7	L2	14	3.0	16	3.0	0.048	5.8	LOS A	0.2	4.7	0.57	0.50	0.57	33.4
4	T1	2	3.0	2	3.0	0.048	5.8	LOS A	0.2	4.7	0.57	0.50	0.57	33.4
14	R2	13	3.0	15	3.0	0.048	5.8	LOS A	0.2	4.7	0.57	0.50	0.57	32.4
Approach		29	3.0	33	3.0	0.048	5.8	LOS A	0.2	4.7	0.57	0.50	0.57	33.0
West: Midland Avenue														
5	L2	42	3.0	48	3.0	0.575	9.2	LOS A	4.7	119.1	0.24	0.09	0.24	33.0
2	T1	992	3.0	1127	3.0	0.575	9.2	LOS A	4.7	119.1	0.24	0.09	0.24	33.0
12	R2	315	3.0	358	3.0	0.575	9.2	LOS A	4.7	119.1	0.24	0.09	0.24	32.0
Approach		1349	3.0	1533	3.0	0.575	9.2	LOS A	4.7	119.1	0.24	0.09	0.24	32.7
All Vehicles		1958	3.0	2225	3.0	0.676	10.9	LOS B	4.7	119.1	0.35	0.26	0.45	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: 4 [Midland Avenue & Wulfsohn Road (2030 PM) - 2 Lanes**
(Site Folder: General)]

2030 Total PM Peak
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Wulfsohn Road														
3	L2	269	3.0	302	3.0	0.428	10.7	LOS B	2.4	62.1	0.70	0.76	0.88	30.2
8	T1	1	3.0	1	3.0	0.428	10.7	LOS B	2.4	62.1	0.70	0.76	0.88	30.1
18	R2	7	3.0	8	3.0	0.428	10.7	LOS B	2.4	62.1	0.70	0.76	0.88	29.4
Approach		277	3.0	311	3.0	0.428	10.7	LOS B	2.4	62.1	0.70	0.76	0.88	30.1
East: Midland Avenue														
1	L2	9	3.0	10	3.0	0.508	9.8	LOS A	3.6	90.9	0.61	0.60	0.75	32.8
6	T1	856	3.0	962	3.0	0.508	9.8	LOS A	3.6	90.9	0.61	0.60	0.75	32.8
16	R2	33	3.0	37	3.0	0.508	9.8	LOS A	3.6	90.9	0.61	0.60	0.75	31.8
Approach		898	3.0	1009	3.0	0.508	9.8	LOS A	3.6	90.9	0.61	0.60	0.75	32.7
North: Wulfsohn Road														
7	L2	34	3.0	38	3.0	0.333	16.9	LOS C	1.3	33.4	0.81	0.86	1.00	29.0
4	T1	5	3.0	6	3.0	0.333	16.9	LOS C	1.3	33.4	0.81	0.86	1.00	29.0
14	R2	65	3.0	73	3.0	0.333	16.9	LOS C	1.3	33.4	0.81	0.86	1.00	28.2
Approach		104	3.0	117	3.0	0.333	16.9	LOS C	1.3	33.4	0.81	0.86	1.00	28.5
West: Midland Avenue														
5	L2	41	3.0	46	3.0	0.322	5.7	LOS A	1.7	43.7	0.20	0.08	0.20	34.6
2	T1	442	3.0	497	3.0	0.322	5.7	LOS A	1.7	43.7	0.20	0.08	0.20	34.6
12	R2	269	3.0	302	3.0	0.322	5.7	LOS A	1.7	43.7	0.20	0.08	0.20	33.6
Approach		752	3.0	845	3.0	0.322	5.7	LOS A	1.7	43.7	0.20	0.08	0.20	34.3
All Vehicles		2031	3.0	2282	3.0	0.508	8.8	LOS A	3.6	90.9	0.48	0.44	0.58	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: 4 [Midland Avenue & Wulfsohn Road (2040 AM) - 2 Lanes**
(Site Folder: General)]

2030 Total AM Peak
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Wulfsohn Road														
3	L2	230	3.0	250	3.0	0.676	30.5	LOS D	4.1	104.4	0.88	1.11	1.71	24.0
8	T1	1	3.0	1	3.0	0.676	30.5	LOS D	4.1	104.4	0.88	1.11	1.71	24.0
18	R2	5	3.0	5	3.0	0.676	30.5	LOS D	4.1	104.4	0.88	1.11	1.71	23.5
Approach		236	3.0	257	3.0	0.676	30.5	LOS D	4.1	104.4	0.88	1.11	1.71	24.0
East: Midland Avenue														
1	L2	20	3.0	22	3.0	0.196	5.3	LOS A	0.8	21.2	0.43	0.33	0.43	34.8
6	T1	345	3.0	375	3.0	0.196	5.3	LOS A	0.8	21.2	0.43	0.33	0.43	34.9
16	R2	10	3.0	11	3.0	0.196	5.3	LOS A	0.8	21.2	0.43	0.33	0.43	34.0
Approach		375	3.0	408	3.0	0.196	5.3	LOS A	0.8	21.2	0.43	0.33	0.43	34.9
North: Wulfsohn Road														
7	L2	15	3.0	16	3.0	0.056	5.9	LOS A	0.2	5.4	0.58	0.51	0.58	33.5
4	T1	5	3.0	5	3.0	0.056	5.9	LOS A	0.2	5.4	0.58	0.51	0.58	33.5
14	R2	15	3.0	16	3.0	0.056	5.9	LOS A	0.2	5.4	0.58	0.51	0.58	32.5
Approach		35	3.0	38	3.0	0.056	5.9	LOS A	0.2	5.4	0.58	0.51	0.58	33.1
West: Midland Avenue														
5	L2	45	3.0	49	3.0	0.579	9.3	LOS A	4.7	119.9	0.27	0.11	0.27	32.9
2	T1	1045	3.0	1136	3.0	0.579	9.3	LOS A	4.7	119.9	0.27	0.11	0.27	32.9
12	R2	320	3.0	348	3.0	0.579	9.3	LOS A	4.7	119.9	0.27	0.11	0.27	32.0
Approach		1410	3.0	1533	3.0	0.579	9.3	LOS A	4.7	119.9	0.27	0.11	0.27	32.7
All Vehicles		2056	3.0	2235	3.0	0.676	10.9	LOS B	4.7	119.9	0.38	0.27	0.47	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: 4 [Midland Avenue & Wulfsohn Road (2040 PM) - 2 Lanes**
(Site Folder: General)]

2030 Total PM Peak
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Wulfsohn Road														
3	L2	275	3.0	299	3.0	0.432	10.9	LOS B	2.5	63.3	0.70	0.77	0.90	30.1
8	T1	1	3.0	1	3.0	0.432	10.9	LOS B	2.5	63.3	0.70	0.77	0.90	30.1
18	R2	10	3.0	11	3.0	0.432	10.9	LOS B	2.5	63.3	0.70	0.77	0.90	29.3
Approach		286	3.0	311	3.0	0.432	10.9	LOS B	2.5	63.3	0.70	0.77	0.90	30.1
East: Midland Avenue														
1	L2	10	3.0	11	3.0	0.517	10.0	LOS B	3.7	95.8	0.62	0.62	0.77	32.7
6	T1	900	3.0	978	3.0	0.517	10.0	LOS B	3.7	95.8	0.62	0.62	0.77	32.7
16	R2	35	3.0	38	3.0	0.517	10.0	LOS B	3.7	95.8	0.62	0.62	0.77	31.7
Approach		945	3.0	1027	3.0	0.517	10.0	LOS B	3.7	95.8	0.62	0.62	0.77	32.6
North: Wulfsohn Road														
7	L2	35	3.0	38	3.0	0.333	17.2	LOS C	1.3	33.3	0.81	0.86	1.01	28.9
4	T1	1	3.0	1	3.0	0.333	17.2	LOS C	1.3	33.3	0.81	0.86	1.01	28.9
14	R2	70	3.0	76	3.0	0.333	17.2	LOS C	1.3	33.3	0.81	0.86	1.01	28.2
Approach		106	3.0	115	3.0	0.333	17.2	LOS C	1.3	33.3	0.81	0.86	1.01	28.4
West: Midland Avenue														
5	L2	45	3.0	49	3.0	0.324	5.7	LOS A	1.7	44.2	0.19	0.08	0.19	34.6
2	T1	465	3.0	505	3.0	0.324	5.7	LOS A	1.7	44.2	0.19	0.08	0.19	34.6
12	R2	275	3.0	299	3.0	0.324	5.7	LOS A	1.7	44.2	0.19	0.08	0.19	33.6
Approach		785	3.0	853	3.0	0.324	5.7	LOS A	1.7	44.2	0.19	0.08	0.19	34.3
All Vehicles		2122	3.0	2307	3.0	0.517	8.9	LOS A	3.7	95.8	0.48	0.45	0.59	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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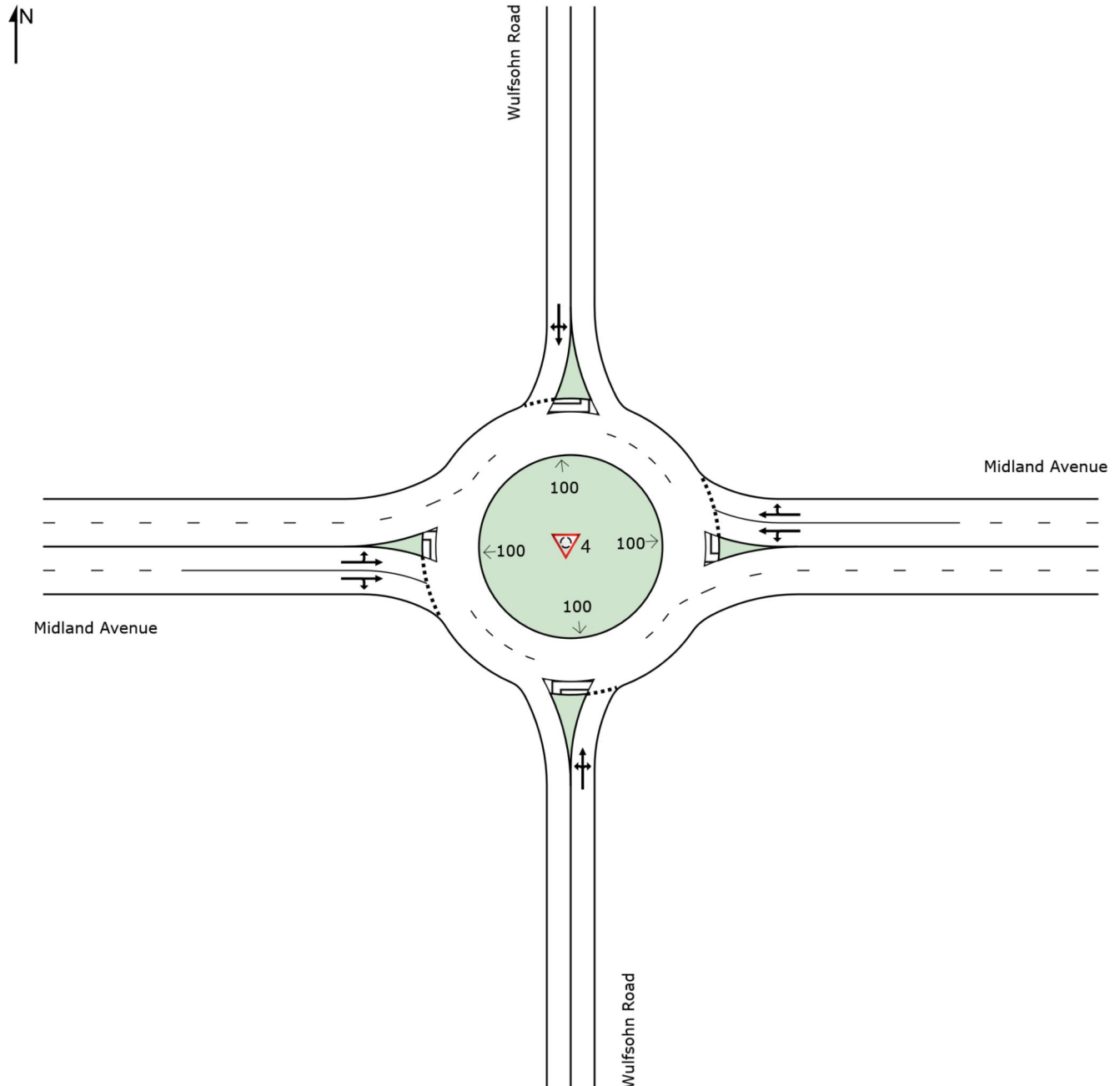
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SITE LAYOUT

 **Site: 4 [Midland Avenue & Wulfsohn Road (2030 AM) - 2 Lanes**
(Site Folder: General)]

2030 Total AM Peak
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Timings
5: W Meadows & Midland Ave

2030 Total AM
12/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	870	136	43	280	88	86
Future Volume (vph)	870	136	43	280	88	86
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	58.0	58.0	9.5	67.5	22.5	22.5
Total Split (%)	64.4%	64.4%	10.6%	75.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	46.2	46.2	51.3	51.3	18.6	18.6
Actuated g/C Ratio	0.58	0.58	0.65	0.65	0.23	0.23
v/c Ratio	0.91	0.16	0.24	0.26	0.24	0.22
Control Delay	28.9	3.4	7.2	6.0	31.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	3.4	7.2	6.0	31.1	8.4
LOS	C	A	A	A	C	A
Approach Delay	25.4			6.2	19.9	
Approach LOS	C			A	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 79.2
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 20.7
 Intersection Capacity Utilization 58.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2030 Total AM
12/01/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	870	136	43	280	88	86
Future Volume (veh/h)	870	136	43	280	88	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	989	155	49	318	100	98
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1081	915	211	1259	388	345
Arrive On Green	0.58	0.58	0.04	0.67	0.22	0.22
Sat Flow, veh/h	1870	1584	1781	1870	1781	1585
Grp Volume(v), veh/h	989	155	49	318	100	98
Grp Sat Flow(s),veh/h/ln	1870	1584	1781	1870	1781	1585
Q Serve(g_s), s	39.1	3.8	0.8	5.5	3.8	4.3
Cycle Q Clear(g_c), s	39.1	3.8	0.8	5.5	3.8	4.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1081	915	211	1259	388	345
V/C Ratio(X)	0.92	0.17	0.23	0.25	0.26	0.28
Avail Cap(c_a), veh/h	1211	1026	246	1427	388	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	8.2	16.8	5.3	26.8	26.9
Incr Delay (d2), s/veh	10.1	0.1	0.6	0.1	1.6	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	1.2	0.5	1.8	1.8	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	8.2	17.4	5.4	28.4	29.0
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	1144			367	198	
Approach Delay, s/veh	23.4			7.0	28.7	
Approach LOS	C			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	22.5		7.9	52.2	60.1	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	18.0		5.0	53.5	63.0	
Max Q Clear Time (g_c+l1), s	6.3		2.8	41.1	7.5	
Green Ext Time (p_c), s	0.4		0.0	6.6	2.1	
Intersection Summary						
HCM 6th Ctrl Delay			20.5			
HCM 6th LOS			C			

Timings
5: W Meadows & Midland Ave

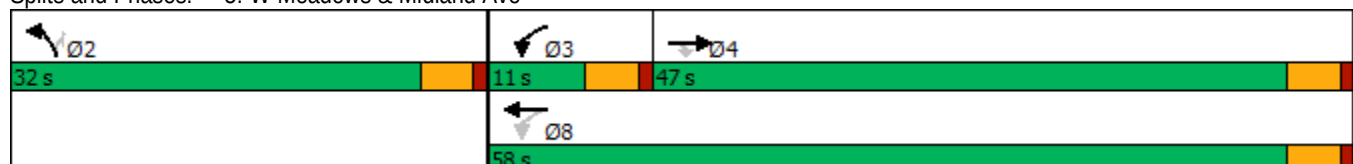
2030 Total PM
12/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↗
Traffic Volume (vph)	329	111	77	605	251	77
Future Volume (vph)	329	111	77	605	251	77
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	11.0	58.0	32.0	32.0
Total Split (%)	52.2%	52.2%	12.2%	64.4%	35.6%	35.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	21.0	21.0	29.5	29.5	27.9	27.9
Actuated g/C Ratio	0.32	0.32	0.44	0.44	0.42	0.42
v/c Ratio	0.62	0.21	0.24	0.81	0.37	0.12
Control Delay	24.8	4.5	11.5	24.0	17.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	4.5	11.5	24.0	17.4	4.9
LOS	C	A	B	C	B	A
Approach Delay	19.7			22.6	14.4	
Approach LOS	B			C	B	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 66.6	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2030 Total PM
12/01/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (veh/h)	329	111	77	605	251	77
Future Volume (veh/h)	329	111	77	605	251	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	362	122	85	665	276	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	555	470	338	801	767	683
Arrive On Green	0.30	0.30	0.06	0.43	0.43	0.43
Sat Flow, veh/h	1870	1582	1781	1870	1781	1585
Grp Volume(v), veh/h	362	122	85	665	276	85
Grp Sat Flow(s),veh/h/ln	1870	1582	1781	1870	1781	1585
Q Serve(g_s), s	10.8	3.8	2.0	20.1	6.7	2.1
Cycle Q Clear(g_c), s	10.8	3.8	2.0	20.1	6.7	2.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	555	470	338	801	767	683
V/C Ratio(X)	0.65	0.26	0.25	0.83	0.36	0.12
Avail Cap(c_a), veh/h	1245	1053	411	1567	767	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	17.1	13.9	16.2	12.2	10.9
Incr Delay (d2), s/veh	1.3	0.3	0.4	2.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.3	0.7	8.0	2.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.9	17.4	14.3	18.5	13.6	11.3
LnGrp LOS	C	B	B	B	B	B
Approach Vol, veh/h	484			750	361	
Approach Delay, s/veh	20.0			18.0	13.0	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	32.0		8.4	23.5	31.9	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	27.5		6.5	42.5	53.5	
Max Q Clear Time (g_c+l1), s	8.7		4.0	12.8	22.1	
Green Ext Time (p_c), s	1.0		0.0	2.8	5.2	
Intersection Summary						
HCM 6th Ctrl Delay			17.5			
HCM 6th LOS			B			

Timings
5: W Meadows & Midland Ave

2040 Total AM
12/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	915	145	45	295	95	95
Future Volume (vph)	915	145	45	295	95	95
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	58.0	58.0	9.5	67.5	22.5	22.5
Total Split (%)	64.4%	64.4%	10.6%	75.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	46.5	46.5	51.5	51.5	18.6	18.6
Actuated g/C Ratio	0.59	0.59	0.65	0.65	0.23	0.23
v/c Ratio	0.91	0.17	0.25	0.27	0.25	0.23
Control Delay	29.2	3.4	7.3	6.0	31.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	3.4	7.3	6.0	31.3	8.3
LOS	C	A	A	A	C	A
Approach Delay	25.7			6.2	19.8	
Approach LOS	C			A	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 79.4
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 20.8
 Intersection Capacity Utilization 61.5%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2040 Total AM
12/01/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	915	145	45	295	95	95
Future Volume (veh/h)	915	145	45	295	95	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	995	158	49	321	103	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1084	918	209	1262	386	344
Arrive On Green	0.58	0.58	0.04	0.67	0.22	0.22
Sat Flow, veh/h	1870	1584	1781	1870	1781	1585
Grp Volume(v), veh/h	995	158	49	321	103	103
Grp Sat Flow(s),veh/h/ln	1870	1584	1781	1870	1781	1585
Q Serve(g_s), s	39.7	3.9	0.8	5.6	4.0	4.5
Cycle Q Clear(g_c), s	39.7	3.9	0.8	5.6	4.0	4.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1084	918	209	1262	386	344
V/C Ratio(X)	0.92	0.17	0.23	0.25	0.27	0.30
Avail Cap(c_a), veh/h	1206	1021	244	1420	386	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	8.1	17.0	5.3	27.0	27.2
Incr Delay (d2), s/veh	10.5	0.1	0.6	0.1	1.7	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	1.2	0.5	1.8	1.8	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	8.2	17.6	5.4	28.7	29.4
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	1153			370	206	
Approach Delay, s/veh	23.7			7.0	29.1	
Approach LOS	C			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.5	7.9	52.6		60.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	5.0	53.5		63.0
Max Q Clear Time (g_c+l1), s		6.5	2.8	41.7		7.6
Green Ext Time (p_c), s		0.4	0.0	6.5		2.1
Intersection Summary						
HCM 6th Ctrl Delay			20.8			
HCM 6th LOS			C			

Timings
5: W Meadows & Midland Ave

2040 Total PM
12/01/2022

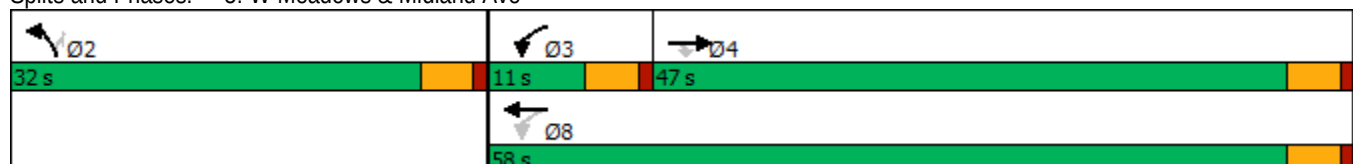
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	345	120	85	635	265	80
Future Volume (vph)	345	120	85	635	265	80
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	11.0	58.0	32.0	32.0
Total Split (%)	52.2%	52.2%	12.2%	64.4%	35.6%	35.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	22.7	22.7	31.3	31.3	28.0	28.0
Actuated g/C Ratio	0.33	0.33	0.46	0.46	0.41	0.41
v/c Ratio	0.61	0.22	0.25	0.81	0.40	0.12
Control Delay	24.0	4.1	11.4	23.9	18.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	4.1	11.4	23.9	18.8	5.1
LOS	C	A	B	C	B	A
Approach Delay	18.9			22.4	15.6	
Approach LOS	B			C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 68.4
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 55.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
5: W Meadows & Midland Ave

2040 Total PM
12/01/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	345	120	85	635	265	80
Future Volume (veh/h)	345	120	85	635	265	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	375	130	92	690	288	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	580	491	343	825	750	668
Arrive On Green	0.31	0.31	0.06	0.44	0.42	0.42
Sat Flow, veh/h	1870	1582	1781	1870	1781	1585
Grp Volume(v), veh/h	375	130	92	690	288	87
Grp Sat Flow(s),veh/h/ln	1870	1582	1781	1870	1781	1585
Q Serve(g_s), s	11.3	4.0	2.1	21.3	7.3	2.2
Cycle Q Clear(g_c), s	11.3	4.0	2.1	21.3	7.3	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	580	491	343	825	750	668
V/C Ratio(X)	0.65	0.27	0.27	0.84	0.38	0.13
Avail Cap(c_a), veh/h	1217	1030	410	1532	750	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	16.9	13.8	16.2	13.0	11.6
Incr Delay (d2), s/veh	1.2	0.3	0.4	2.3	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	1.4	0.8	8.5	2.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	17.2	14.2	18.5	14.5	12.0
LnGrp LOS	C	B	B	B	B	B
Approach Vol, veh/h	505			782	375	
Approach Delay, s/veh	19.8			18.0	13.9	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	32.0		8.6	24.7	33.3	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	27.5		6.5	42.5	53.5	
Max Q Clear Time (g_c+l1), s	9.3		4.1	13.3	23.3	
Green Ext Time (p_c), s	1.1		0.0	2.9	5.5	
Intersection Summary						
HCM 6th Ctrl Delay			17.6			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	1047	14	136	341	0	249
Future Vol, veh/h	1047	14	136	341	0	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1138	15	148	371	0	271
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	-
Pot Cap-1 Maneuver	-	-	606	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	606	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.7		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	606	-	
HCM Lane V/C Ratio	-	-	-	0.244	-	
HCM Control Delay (s)	0	-	-	12.8	-	
HCM Lane LOS	A	-	-	B	-	
HCM 95th %tile Q(veh)	-	-	-	1	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	511	11	379	905	0	229
Future Vol, veh/h	511	11	379	905	0	229
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	562	12	416	995	0	252
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	574	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	-
Pot Cap-1 Maneuver	-	-	999	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	999	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.3		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	999	-	
HCM Lane V/C Ratio	-	-	-	0.417	-	
HCM Control Delay (s)	0	-	-	11.2	-	
HCM Lane LOS	A	-	-	B	-	
HCM 95th %tile Q(veh)	-	-	-	2.1	-	

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	1100	15	140	360	0	250
Future Vol, veh/h	1100	15	140	360	0	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1196	16	152	391	0	272

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1212
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	576
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	576
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.264	-
HCM Control Delay (s)	0	-	-	13.5	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	1.1	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	535	15	390	950	0	235
Future Vol, veh/h	535	15	390	950	0	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	582	16	424	1033	0	255
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	598	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	-
Pot Cap-1 Maneuver	-	-	979	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	979	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.3		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	979	-	
HCM Lane V/C Ratio	-	-	-	0.433	-	
HCM Control Delay (s)	0	-	-	11.5	-	
HCM Lane LOS	A	-	-	B	-	
HCM 95th %tile Q(veh)	-	-	-	2.2	-	

Timings
14: SH-82 & 8th Street

2030 Total AM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	198	42	28	33	81	857	60	719
Future Volume (vph)	198	42	28	33	81	857	60	719
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.8	24.0	22.6	23.8	10.2	43.4	10.0	43.2
Total Split (%)	22.8%	24.0%	22.6%	23.8%	10.2%	43.4%	10.0%	43.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	11.2	14.5	13.7	8.0	66.1	60.0	65.2	59.6
Actuated g/C Ratio	0.11	0.14	0.14	0.08	0.66	0.60	0.65	0.60
v/c Ratio	0.53	0.64	0.16	0.47	0.22	0.49	0.17	0.48
Control Delay	46.6	16.0	29.6	29.9	4.3	5.8	8.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	46.6	16.0	29.6	29.9	4.3	5.8	8.0	14.2
LOS	D	B	C	C	A	A	A	B
Approach Delay		29.1		29.8		5.7		13.8
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 13.9
 Intersection Capacity Utilization 66.7%
 Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 14: SH-82 & 8th Street

			
Ø1	Ø2 (R)	Ø3	Ø4
10 s	43.4 s	22.6 s	24 s
			
Ø5	Ø6 (R)	Ø7	Ø8
10.2 s	43.2 s	22.8 s	23.8 s

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2030 Total AM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	42	224	28	33	48	81	857	120	60	719	197
Future Volume (veh/h)	198	42	224	28	33	48	81	857	120	60	719	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.98		0.96	1.00		0.95	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	43	221	29	34	39	84	884	124	62	741	203
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	48	245	185	119	136	370	1686	237	443	1466	402
Arrive On Green	0.08	0.19	0.19	0.05	0.15	0.15	0.09	1.00	1.00	0.04	0.54	0.54
Sat Flow, veh/h	3456	256	1317	1781	774	888	1781	3105	436	1781	2720	745
Grp Volume(v), veh/h	204	0	264	29	0	73	84	506	502	62	484	460
Grp Sat Flow(s),veh/h/ln	1728	0	1573	1781	0	1661	1781	1777	1764	1781	1777	1688
Q Serve(g_s), s	5.8	0.0	16.4	1.3	0.0	3.9	2.1	0.0	0.0	1.5	17.3	17.3
Cycle Q Clear(g_c), s	5.8	0.0	16.4	1.3	0.0	3.9	2.1	0.0	0.0	1.5	17.3	17.3
Prop In Lane	1.00		0.84	1.00		0.53	1.00		0.25	1.00		0.44
Lane Grp Cap(c), veh/h	284	0	292	185	0	255	370	965	958	443	958	910
V/C Ratio(X)	0.72	0.00	0.90	0.16	0.00	0.29	0.23	0.52	0.52	0.14	0.51	0.51
Avail Cap(c_a), veh/h	632	0	307	418	0	321	391	965	958	467	958	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	0.0	39.8	33.1	0.0	37.5	10.3	0.0	0.0	9.1	14.6	14.6
Incr Delay (d2), s/veh	3.4	0.0	27.4	0.4	0.0	0.6	0.3	1.8	1.8	0.1	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	8.5	0.6	0.0	1.6	0.8	0.5	0.5	0.6	7.1	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	0.0	67.2	33.5	0.0	38.1	10.6	1.8	1.8	9.3	16.5	16.6
LnGrp LOS	D	A	E	C	A	D	B	A	A	A	B	B
Approach Vol, veh/h	468			102			1092			1006		
Approach Delay, s/veh	58.9			36.8			2.5			16.1		
Approach LOS	E			D			A			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	58.8	9.5	23.1	9.0	58.4	12.7	19.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	38.9	18.1	19.5	5.7	38.7	18.3	19.3				
Max Q Clear Time (g_c+l1), s	3.5	2.0	3.3	18.4	4.1	19.3	7.8	5.9				
Green Ext Time (p_c), s	0.0	8.2	0.0	0.2	0.0	6.3	0.5	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	18.8											
HCM 6th LOS	B											

Timings
14: SH-82 & 8th Street

2030 Total PM - Improved
01/30/2023

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	207	27	18	24	124	1780	68	719
Future Volume (vph)	207	27	18	24	124	1780	68	719
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	23.0	30.0	22.8	29.8	18.0	132.2	15.0	129.2
Total Split (%)	11.5%	15.0%	11.4%	14.9%	9.0%	66.1%	7.5%	64.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	16.9	28.7	22.2	14.9	150.5	141.2	149.8	140.8
Actuated g/C Ratio	0.08	0.14	0.11	0.07	0.75	0.71	0.75	0.70
v/c Ratio	0.76	0.61	0.15	0.81	0.34	0.81	0.51	0.45
Control Delay	106.2	39.1	66.4	66.1	8.9	25.5	30.1	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.3	0.0	0.0
Total Delay	106.2	39.1	66.4	66.1	8.9	72.8	30.1	14.0
LOS	F	D	E	E	A	E	C	B
Approach Delay		74.2		66.1		68.8		15.0
Approach LOS		E		E		E		B

Intersection Summary

Cycle Length: 200

Actuated Cycle Length: 200

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 53.8

Intersection LOS: D

Intersection Capacity Utilization 89.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 14: SH-82 & 8th Street

			
Ø1	Ø2 (R)	Ø3	Ø4
15 s	132.2 s	22.8 s	30 s
			
Ø5	Ø6 (R)	Ø7	Ø8
18 s	129.2 s	23 s	29.8 s

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2030 Total PM - Improved
01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🔴🔴	🔴		🔴	🔴		🔴	🔴🔴		🔴	🔴🔴	
Traffic Volume (veh/h)	207	27	162	18	24	128	124	1780	83	68	719	246
Future Volume (veh/h)	207	27	162	18	24	128	124	1780	83	68	719	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.98		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	29	161	19	26	125	132	1894	88	72	765	262
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	38	209	128	29	138	406	2433	112	154	1793	614
Arrive On Green	0.07	0.16	0.16	0.03	0.11	0.11	0.03	0.70	0.70	0.02	0.70	0.70
Sat Flow, veh/h	3456	241	1338	1781	269	1296	1781	3454	159	1781	2574	881
Grp Volume(v), veh/h	220	0	190	19	0	151	132	966	1016	72	528	499
Grp Sat Flow(s),veh/h/ln	1728	0	1579	1781	0	1565	1781	1777	1836	1781	1777	1679
Q Serve(g_s), s	12.6	0.0	23.1	1.9	0.0	19.1	4.3	70.4	73.3	2.4	25.7	25.7
Cycle Q Clear(g_c), s	12.6	0.0	23.1	1.9	0.0	19.1	4.3	70.4	73.3	2.4	25.7	25.7
Prop In Lane	1.00		0.85	1.00		0.83	1.00		0.09	1.00		0.53
Lane Grp Cap(c), veh/h	257	0	246	128	0	167	406	1252	1293	154	1238	1169
V/C Ratio(X)	0.86	0.00	0.77	0.15	0.00	0.90	0.33	0.77	0.79	0.47	0.43	0.43
Avail Cap(c_a), veh/h	320	0	246	247	0	198	468	1252	1293	204	1238	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.5	0.0	81.0	76.6	0.0	88.3	10.1	19.1	19.6	27.3	13.1	13.1
Incr Delay (d2), s/veh	17.1	0.0	13.9	0.5	0.0	35.1	0.3	2.6	2.8	2.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	10.5	0.9	0.0	9.4	1.8	29.6	31.9	1.9	10.9	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.6	0.0	94.9	77.2	0.0	123.4	10.4	21.8	22.3	29.5	14.2	14.3
LnGrp LOS	F	A	F	E	A	F	B	C	C	C	B	B
Approach Vol, veh/h		410			170			2114			1099	
Approach Delay, s/veh		102.2			118.2			21.3			15.2	
Approach LOS		F			F			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	145.4	9.5	35.7	11.0	143.8	19.3	25.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	127.7	18.3	25.5	13.5	124.7	18.5	25.3				
Max Q Clear Time (g_c+l1), s	4.4	75.3	3.9	25.1	6.3	27.7	14.6	21.1				
Green Ext Time (p_c), s	0.1	29.4	0.0	0.0	0.2	9.2	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									

Timings
14: SH-82 & 8th Street

2040 Total AM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	205	45	30	35	85	900	65	760
Future Volume (vph)	205	45	30	35	85	900	65	760
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.8	23.2	22.6	23.0	10.3	44.2	10.0	43.9
Total Split (%)	22.8%	23.2%	22.6%	23.0%	10.3%	44.2%	10.0%	43.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	11.4	14.9	14.0	8.2	65.7	59.5	64.8	59.1
Actuated g/C Ratio	0.11	0.15	0.14	0.08	0.66	0.60	0.65	0.59
v/c Ratio	0.54	0.67	0.17	0.48	0.24	0.52	0.20	0.51
Control Delay	46.6	17.4	29.3	29.5	4.4	5.8	8.5	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	17.4	29.3	29.5	4.4	5.8	8.5	15.1
LOS	D	B	C	C	A	A	A	B
Approach Delay		29.7		29.5		5.7		14.7
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 14.3

Intersection LOS: B

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 14: SH-82 & 8th Street

			
Ø1	Ø2 (R)	Ø3	Ø4
10 s	44.2 s	22.6 s	23.2 s
			
Ø5	Ø6 (R)	Ø7	Ø8
10.3 s	43.9 s	22.8 s	23 s

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2040 Total AM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	45	235	30	35	50	85	900	130	65	760	205
Future Volume (veh/h)	205	45	235	30	35	50	85	900	130	65	760	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.98		0.95	1.00		0.95	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	46	232	31	36	42	88	928	134	67	784	211
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	49	246	175	117	136	352	1672	241	429	1468	395
Arrive On Green	0.08	0.19	0.19	0.05	0.15	0.15	0.09	1.00	1.00	0.04	0.54	0.54
Sat Flow, veh/h	3456	261	1314	1781	766	894	1781	3092	446	1781	2732	735
Grp Volume(v), veh/h	211	0	278	31	0	78	88	533	529	67	510	485
Grp Sat Flow(s),veh/h/ln	1728	0	1574	1781	0	1660	1781	1777	1761	1781	1777	1690
Q Serve(g_s), s	6.0	0.0	17.4	1.4	0.0	4.2	2.2	0.0	0.0	1.6	18.6	18.6
Cycle Q Clear(g_c), s	6.0	0.0	17.4	1.4	0.0	4.2	2.2	0.0	0.0	1.6	18.6	18.6
Prop In Lane	1.00		0.83	1.00		0.54	1.00		0.25	1.00		0.43
Lane Grp Cap(c), veh/h	292	0	294	175	0	253	352	961	952	429	955	908
V/C Ratio(X)	0.72	0.00	0.94	0.18	0.00	0.31	0.25	0.55	0.56	0.16	0.53	0.53
Avail Cap(c_a), veh/h	632	0	294	408	0	307	374	961	952	452	955	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	0.0	40.1	33.4	0.0	37.7	10.6	0.0	0.0	9.2	15.0	15.0
Incr Delay (d2), s/veh	3.4	0.0	37.7	0.5	0.0	0.7	0.3	1.9	1.9	0.2	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	9.7	0.6	0.0	1.7	0.8	0.5	0.5	0.6	7.7	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	77.9	33.8	0.0	38.4	11.0	1.9	1.9	9.4	17.1	17.3
LnGrp LOS	D	A	E	C	A	D	B	A	A	A	B	B
Approach Vol, veh/h	489			109			1150			1062		
Approach Delay, s/veh	65.0			37.1			2.6			16.7		
Approach LOS	E			D			A			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	58.6	9.5	23.2	9.1	58.2	12.9	19.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	39.7	18.1	18.7	5.8	39.4	18.3	18.5				
Max Q Clear Time (g_c+l1), s	3.6	2.0	3.4	19.4	4.2	20.6	8.0	6.2				
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	6.6	0.5	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	20.1											
HCM 6th LOS	C											

Timings
14: SH-82 & 8th Street

2040 Total PM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	215	30	20	25	130	1875	75	760
Future Volume (vph)	215	30	20	25	130	1875	75	760
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	23.2	29.0	22.6	28.4	18.2	133.9	14.5	130.2
Total Split (%)	11.6%	14.5%	11.3%	14.2%	9.1%	67.0%	7.3%	65.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	17.3	31.3	24.6	17.2	148.0	138.2	147.0	137.7
Actuated g/C Ratio	0.09	0.16	0.12	0.09	0.74	0.69	0.74	0.69
v/c Ratio	0.77	0.62	0.16	0.81	0.38	0.87	0.67	0.48
Control Delay	106.9	43.6	64.9	70.3	10.2	30.7	68.2	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0
Total Delay	106.9	43.6	64.9	70.3	10.2	77.4	68.2	15.7
LOS	F	D	E	E	B	E	E	B
Approach Delay		76.4		69.7		73.2		19.3
Approach LOS		E		E		E		B

Intersection Summary

Cycle Length: 200

Actuated Cycle Length: 200

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 57.9

Intersection LOS: E

Intersection Capacity Utilization 92.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 14: SH-82 & 8th Street

			
Ø1	Ø2 (R)	Ø3	Ø4
14.5 s	133.9 s	22.6 s	29 s
			
Ø5	Ø6 (R)	Ø7	Ø8
18.2 s	130.2 s	23.2 s	28.4 s

HCM 6th Signalized Intersection Summary
14: SH-82 & 8th Street

2040 Total PM
12/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	30	170	20	25	135	130	1875	90	75	760	255
Future Volume (veh/h)	215	30	170	20	25	135	130	1875	90	75	760	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	32	170	21	27	133	138	1995	96	80	809	271
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	41	218	128	30	145	382	2402	114	133	1781	596
Arrive On Green	0.08	0.16	0.16	0.03	0.11	0.11	0.03	0.70	0.70	0.02	0.69	0.69
Sat Flow, veh/h	3456	251	1332	1781	264	1302	1781	3447	164	1781	2591	867
Grp Volume(v), veh/h	229	0	202	21	0	160	138	1019	1072	80	555	525
Grp Sat Flow(s),veh/h/ln	1728	0	1583	1781	0	1567	1781	1777	1835	1781	1777	1681
Q Serve(g_s), s	13.1	0.0	24.5	2.1	0.0	20.2	4.7	81.5	85.3	2.7	28.4	28.4
Cycle Q Clear(g_c), s	13.1	0.0	24.5	2.1	0.0	20.2	4.7	81.5	85.3	2.7	28.4	28.4
Prop In Lane	1.00		0.84	1.00		0.83	1.00		0.09	1.00		0.52
Lane Grp Cap(c), veh/h	265	0	259	128	0	175	382	1238	1278	133	1221	1155
V/C Ratio(X)	0.86	0.00	0.78	0.16	0.00	0.91	0.36	0.82	0.84	0.60	0.45	0.45
Avail Cap(c_a), veh/h	323	0	259	245	0	187	443	1238	1278	178	1221	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.3	0.0	80.2	75.9	0.0	87.9	11.2	21.5	22.1	37.9	14.2	14.2
Incr Delay (d2), s/veh	18.0	0.0	14.2	0.6	0.0	41.0	0.3	3.0	3.2	4.3	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	11.1	1.0	0.0	10.3	1.9	34.4	37.2	2.9	12.1	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.3	0.0	94.4	76.5	0.0	128.9	11.4	24.5	25.3	42.2	15.4	15.5
LnGrp LOS	F	A	F	E	A	F	B	C	C	D	B	B
Approach Vol, veh/h	431		181				2229		1160			
Approach Delay, s/veh	102.3		122.8				24.1		17.3			
Approach LOS	F		F				C		B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	143.9	9.5	37.2	11.4	142.0	19.9	26.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.0	129.4	18.1	24.5	13.7	125.7	18.7	23.9				
Max Q Clear Time (g_c+l1), s	4.7	87.3	4.1	26.5	6.7	30.4	15.1	22.2				
Green Ext Time (p_c), s	0.1	28.3	0.0	0.0	0.2	10.0	0.3	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			35.0									
HCM 6th LOS			D									

APPENDIX D

Queue Analysis Worksheets

Queues
4: Wulfsohn Road & Midland Ave

2030 Total AM - Improved

12/01/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	48	1127	358	17	383	258	18	15
v/c Ratio	0.07	0.87	0.32	0.15	0.30	0.90	0.06	0.04
Control Delay	5.1	20.7	5.1	8.6	6.2	65.6	28.6	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.1	20.7	5.1	8.6	6.2	65.6	28.6	11.9
Queue Length 50th (ft)	8	447	53	3	75	132	8	0
Queue Length 95th (ft)	19	#718	88	12	111	#259	26	14
Internal Link Dist (ft)		978			3232	239	207	
Turn Bay Length (ft)	100		25	100				
Base Capacity (vph)	657	1293	1123	115	1288	301	338	356
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.87	0.32	0.15	0.30	0.86	0.05	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
4: Wulfsohn Road & Midland Ave

2030 Total PM - Improved

12/01/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	46	497	302	10	999	310	38	73
v/c Ratio	0.35	0.42	0.29	0.02	0.85	0.88	0.10	0.16
Control Delay	17.5	9.7	5.2	6.9	22.1	56.0	24.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	9.7	5.2	6.9	22.1	56.0	24.8	7.2
Queue Length 50th (ft)	12	134	39	2	428	155	16	0
Queue Length 95th (ft)	41	197	76	8	#729	#290	39	30
Internal Link Dist (ft)		978			3232	239	207	
Turn Bay Length (ft)	100		25	100				
Base Capacity (vph)	133	1186	1029	492	1181	393	428	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.42	0.29	0.02	0.85	0.79	0.09	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

2040 Total AM - Improved

4: Wulfsohn Road & Midland Ave

12/01/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	49	1136	348	22	386	255	21	16
v/c Ratio	0.07	0.87	0.31	0.18	0.30	0.92	0.07	0.05
Control Delay	4.8	19.9	4.7	9.2	5.8	71.4	29.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	19.9	4.7	9.2	5.8	71.4	29.5	12.6
Queue Length 50th (ft)	8	435	48	4	72	132	10	0
Queue Length 95th (ft)	19	#826	84	15	110	#275	29	16
Internal Link Dist (ft)		978			3232	239	207	
Turn Bay Length (ft)	100		25	100				
Base Capacity (vph)	665	1308	1135	119	1304	285	328	337
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.87	0.31	0.18	0.30	0.89	0.06	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
4: Wulfsohn Road & Midland Ave

2040 Total PM - Improved

12/01/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	49	505	299	11	1016	310	38	76
v/c Ratio	0.39	0.42	0.29	0.02	0.85	0.89	0.10	0.17
Control Delay	19.6	9.5	4.9	6.5	22.2	59.0	25.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	9.5	4.9	6.5	22.2	59.0	25.5	7.4
Queue Length 50th (ft)	12	132	37	2	428	157	16	0
Queue Length 95th (ft)	48	197	73	8	#754	#304	41	32
Internal Link Dist (ft)		978			3232	239	207	
Turn Bay Length (ft)	100		25	100				
Base Capacity (vph)	126	1196	1037	491	1191	375	407	484
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.42	0.29	0.02	0.85	0.83	0.09	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: W Meadows & Midland Ave

2030 Total AM - Improved

12/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	989	155	49	318	100	98
v/c Ratio	0.91	0.16	0.24	0.26	0.24	0.22
Control Delay	28.9	3.4	7.2	6.0	31.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	3.4	7.2	6.0	31.1	8.4
Queue Length 50th (ft)	447	10	7	56	49	0
Queue Length 95th (ft)	#722	33	17	85	92	38
Internal Link Dist (ft)	3232			883	389	
Turn Bay Length (ft)		150	200			
Base Capacity (vph)	1302	1114	201	1501	416	447
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.14	0.24	0.21	0.24	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: W Meadows & Midland Ave

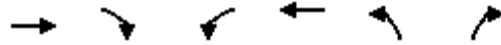
2030 Total PM - Improved
12/01/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	362	122	85	665	276	85
v/c Ratio	0.62	0.21	0.24	0.81	0.37	0.12
Control Delay	24.8	4.5	11.5	24.0	17.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	4.5	11.5	24.0	17.4	4.9
Queue Length 50th (ft)	130	0	19	219	74	0
Queue Length 95th (ft)	206	30	39	336	172	28
Internal Link Dist (ft)	3232			883	389	
Turn Bay Length (ft)		150	200			
Base Capacity (vph)	1208	1046	364	1520	742	713
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.12	0.23	0.44	0.37	0.12
Intersection Summary						

Queues
5: W Meadows & Midland Ave

2040 Total AM - Improved

12/01/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	995	158	49	321	103	103
v/c Ratio	0.91	0.17	0.25	0.27	0.25	0.23
Control Delay	29.2	3.4	7.3	6.0	31.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	3.4	7.3	6.0	31.3	8.3
Queue Length 50th (ft)	453	10	7	57	50	0
Queue Length 95th (ft)	#762	35	17	88	96	41
Internal Link Dist (ft)	3232			883	389	
Turn Bay Length (ft)		150	200			
Base Capacity (vph)	1295	1109	199	1497	414	449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.14	0.25	0.21	0.25	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: W Meadows & Midland Ave

2040 Total PM - Improved
12/01/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	375	130	92	690	288	87
v/c Ratio	0.61	0.22	0.25	0.81	0.40	0.12
Control Delay	24.0	4.1	11.4	23.9	18.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	4.1	11.4	23.9	18.8	5.1
Queue Length 50th (ft)	135	0	21	232	80	0
Queue Length 95th (ft)	212	31	41	352	191	30
Internal Link Dist (ft)	3232			883	389	
Turn Bay Length (ft)		150	200			
Base Capacity (vph)	1177	1026	369	1482	724	699
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.13	0.25	0.47	0.40	0.12
Intersection Summary						

Queues
11: 8th Street & Midland Avenue

2030 Total AM
12/01/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	282	277	145	785	516
v/c Ratio	0.26	0.18	0.27	0.15	0.83	0.32
Control Delay	35.3	0.2	10.9	2.5	14.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	0.2	10.9	2.5	14.1	3.0
Queue Length 50th (ft)	23	0	71	0	114	58
Queue Length 95th (ft)	54	0	121	25	#279	102
Internal Link Dist (ft)	1387		293			295
Turn Bay Length (ft)	125			125	125	
Base Capacity (vph)	609	1583	1026	937	950	1597
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.18	0.27	0.15	0.83	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
11: 8th Street & Midland Avenue

2030 Total PM
12/01/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	703	592	72	440	347
v/c Ratio	0.30	0.44	0.58	0.08	0.65	0.22
Control Delay	35.8	0.9	15.4	5.3	9.0	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	0.9	15.4	5.3	9.0	2.6
Queue Length 50th (ft)	28	0	193	5	49	36
Queue Length 95th (ft)	63	0	320	26	139	70
Internal Link Dist (ft)	1387		293			295
Turn Bay Length (ft)	125			125	125	
Base Capacity (vph)	607	1583	1022	890	678	1591
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.44	0.58	0.08	0.65	0.22
Intersection Summary						

Queues
11: 8th Street & Midland Avenue

2040 Total AM
12/01/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	277	277	147	772	511
v/c Ratio	0.28	0.17	0.27	0.16	0.81	0.32
Control Delay	35.5	0.2	11.0	2.5	13.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	0.2	11.0	2.5	13.3	3.0
Queue Length 50th (ft)	25	0	72	0	111	57
Queue Length 95th (ft)	58	0	127	27	#310	108
Internal Link Dist (ft)	1387		293			295
Turn Bay Length (ft)	125			125	125	
Base Capacity (vph)	608	1583	1025	937	949	1595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.27	0.16	0.81	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
11: 8th Street & Midland Avenue

2040 Total PM
12/01/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	65	731	618	75	457	366
v/c Ratio	0.33	0.46	0.63	0.09	0.73	0.24
Control Delay	37.0	1.0	17.5	5.5	14.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	1.0	17.5	5.5	14.5	3.1
Queue Length 50th (ft)	30	0	207	6	52	39
Queue Length 95th (ft)	67	0	343	27	#212	75
Internal Link Dist (ft)	1387		293			295
Turn Bay Length (ft)	125			125	125	
Base Capacity (vph)	584	1583	984	859	624	1505
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.46	0.63	0.09	0.73	0.24

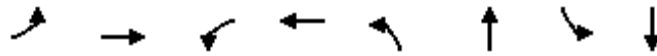
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
14: SH-82 & 8th Street

2030 Total AM - Improved

12/01/2022



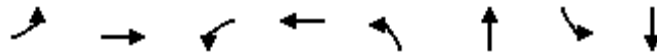
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	204	274	29	83	84	1008	62	944
v/c Ratio	0.53	0.64	0.16	0.47	0.22	0.49	0.17	0.48
Control Delay	46.6	16.0	29.6	29.9	4.3	5.8	8.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	46.6	16.0	29.6	29.9	4.3	5.8	8.0	14.2
Queue Length 50th (ft)	64	25	15	21	6	139	12	173
Queue Length 95th (ft)	97	101	34	65	13	57	32	283
Internal Link Dist (ft)		186		437		379		1390
Turn Bay Length (ft)	75		75		175		100	
Base Capacity (vph)	628	496	371	357	389	2050	359	1981
Starvation Cap Reductn	0	0	0	0	0	123	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.55	0.08	0.23	0.22	0.52	0.17	0.48

Intersection Summary

Queues
14: SH-82 & 8th Street

2030 Total PM - Improved

12/01/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	220	201	19	162	132	1982	72	1027
v/c Ratio	0.63	0.62	0.15	0.79	0.34	0.81	0.51	0.45
Control Delay	78.5	39.3	66.7	61.7	8.8	25.3	29.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.3	0.0	0.0
Total Delay	78.5	39.3	66.7	61.7	8.8	72.6	29.9	13.9
Queue Length 50th (ft)	132	101	21	85	39	894	21	278
Queue Length 95th (ft)	168	194	46	172	74	1229	79	406
Internal Link Dist (ft)		186		437		379		1390
Turn Bay Length (ft)	75		75		175		100	
Base Capacity (vph)	375	329	220	280	428	2457	157	2279
Starvation Cap Reductn	0	0	0	0	0	747	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.61	0.09	0.58	0.31	1.16	0.46	0.45
Intersection Summary								

Queues
14: SH-82 & 8th Street

2040 Total AM - Improved

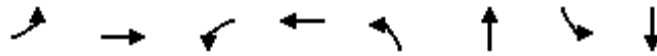
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	211	288	31	88	88	1062	67	995
v/c Ratio	0.54	0.67	0.17	0.48	0.24	0.52	0.20	0.51
Control Delay	46.6	17.4	29.3	29.5	4.4	5.8	8.5	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	17.4	29.3	29.5	4.4	5.8	8.5	15.1
Queue Length 50th (ft)	66	32	15	22	6	63	13	190
Queue Length 95th (ft)	100	112	35	67	13	61	35	312
Internal Link Dist (ft)		186		437		379		1390
Turn Bay Length (ft)	75		75		175		100	
Base Capacity (vph)	628	489	373	347	367	2031	337	1965
Starvation Cap Reductn	0	0	0	0	0	81	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.59	0.08	0.25	0.24	0.54	0.20	0.51
Intersection Summary								

Queues
14: SH-82 & 8th Street

2040 Total PM - Improved

12/01/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	229	213	21	171	138	2091	80	1080
v/c Ratio	0.77	0.62	0.16	0.81	0.38	0.87	0.67	0.48
Control Delay	106.9	43.6	64.9	70.3	10.2	30.7	68.2	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0
Total Delay	106.9	43.6	64.9	70.3	10.2	77.4	68.2	15.7
Queue Length 50th (ft)	154	123	23	112	46	1124	54	330
Queue Length 95th (ft)	207	224	50	204	78	1362	#134	438
Internal Link Dist (ft)		186		437		379		1390
Turn Bay Length (ft)	75		75		175		100	
Base Capacity (vph)	320	341	229	260	396	2401	129	2228
Starvation Cap Reductn	0	0	0	0	0	665	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.62	0.09	0.66	0.35	1.20	0.62	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

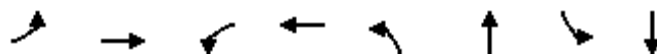
Queues
16: 9th Street & SH-82

2030 Total AM
12/01/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	90	35	63	97	1090	20	999
v/c Ratio	0.26	0.47	0.26	0.39	0.24	0.43	0.05	0.43
Control Delay	47.1	22.4	47.6	26.2	6.5	9.6	4.7	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.1	22.4	47.6	26.2	6.5	9.6	4.7	7.2
Queue Length 50th (ft)	22	10	21	12	16	128	2	90
Queue Length 95th (ft)	52	56	51	51	39	293	m7	137
Internal Link Dist (ft)		190		182		387		379
Turn Bay Length (ft)								
Base Capacity (vph)	320	344	320	327	426	2511	379	2312
Starvation Cap Reductn	0	0	0	0	0	0	0	196
Spillback Cap Reductn	0	0	0	0	0	25	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.26	0.11	0.19	0.23	0.44	0.05	0.47
Intersection Summary								
m Volume for 95th percentile queue is metered by upstream signal.								

Queues
16: 9th Street & SH-82

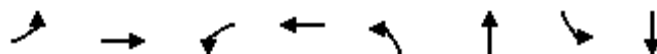
2030 Total PM
12/01/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	70	23	115	47	1889	32	958
v/c Ratio	0.45	0.50	0.24	0.66	0.11	0.70	0.19	0.36
Control Delay	90.6	35.9	81.6	37.8	4.5	13.9	6.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Total Delay	90.6	35.9	81.6	37.8	4.5	13.9	6.7	9.3
Queue Length 50th (ft)	51	15	25	21	8	525	6	171
Queue Length 95th (ft)	96	70	57	89	23	797	18	271
Internal Link Dist (ft)		190		182		387		379
Turn Bay Length (ft)								
Base Capacity (vph)	190	215	192	254	436	2682	172	2650
Starvation Cap Reductn	0	0	0	0	0	0	0	1363
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.33	0.12	0.45	0.11	0.70	0.19	0.74
Intersection Summary								

Queues
16: 9th Street & SH-82

2040 Total AM
12/01/2022



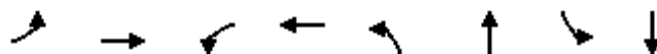
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	102	41	66	102	1143	26	1051
v/c Ratio	0.29	0.50	0.30	0.39	0.27	0.46	0.07	0.46
Control Delay	47.3	22.8	48.2	25.8	7.0	10.3	5.3	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.3	22.8	48.2	25.8	7.0	10.3	5.3	7.7
Queue Length 50th (ft)	25	12	25	12	17	141	3	94
Queue Length 95th (ft)	57	61	58	52	42	322	m9	153
Internal Link Dist (ft)		190		182		387		379
Turn Bay Length (ft)								
Base Capacity (vph)	320	352	320	329	393	2493	357	2288
Starvation Cap Reductn	0	0	0	0	0	0	0	188
Spillback Cap Reductn	0	0	0	0	0	39	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.29	0.13	0.20	0.26	0.47	0.07	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
16: 9th Street & SH-82

2040 Total PM
12/01/2022

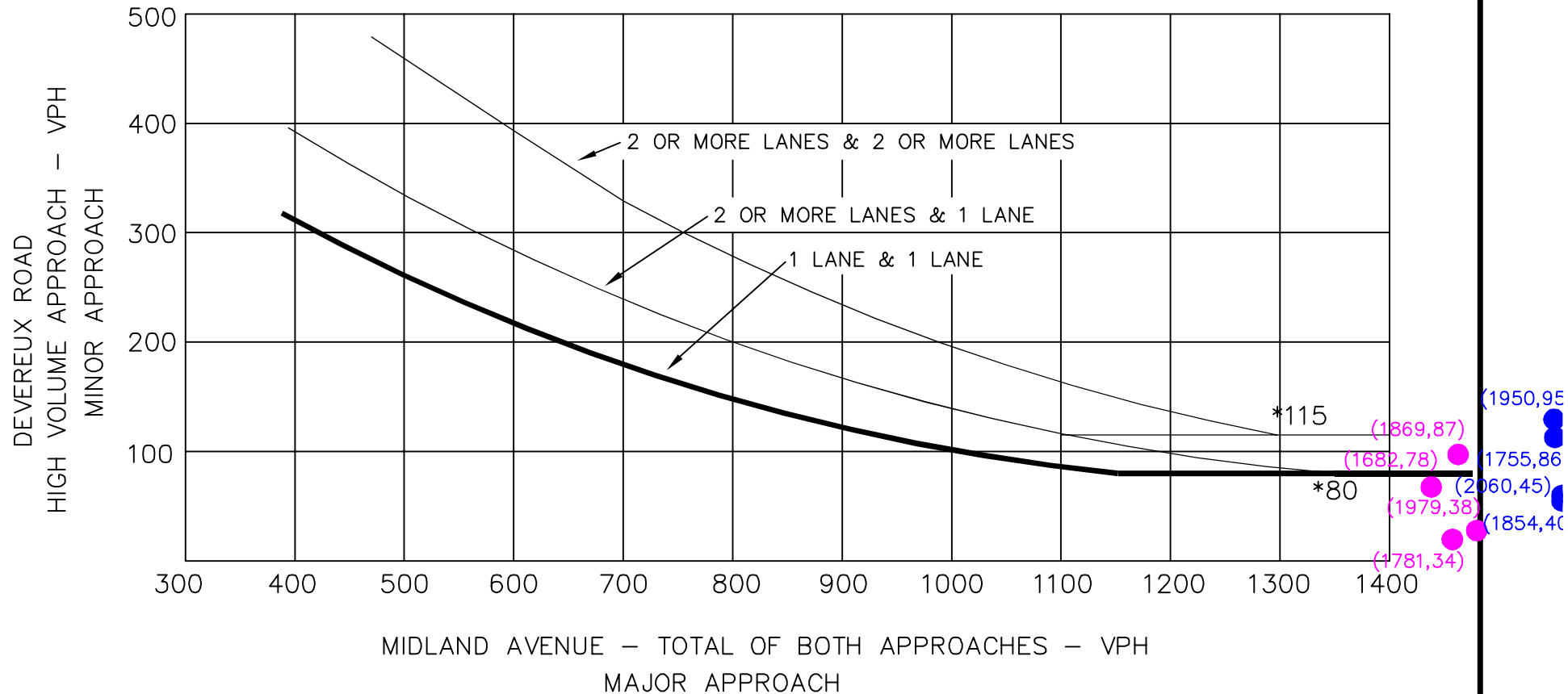


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	77	26	124	52	1989	36	1005
v/c Ratio	0.49	0.51	0.27	0.68	0.12	0.75	0.24	0.38
Control Delay	91.2	34.6	82.0	37.7	4.9	16.0	8.3	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Total Delay	91.2	34.6	82.0	37.7	4.9	16.0	8.3	10.1
Queue Length 50th (ft)	57	16	29	23	10	606	7	188
Queue Length 95th (ft)	106	73	63	94	26	936	20	299
Internal Link Dist (ft)		190		182		387		379
Turn Bay Length (ft)								
Base Capacity (vph)	190	220	192	260	422	2658	148	2628
Starvation Cap Reductn	0	0	0	0	0	0	0	1319
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.35	0.14	0.48	0.12	0.75	0.24	0.77
Intersection Summary								

APPENDIX E

Signal Warrant Analysis Worksheets

WARRANT 2 - FOUR HOUR VEHICULAR VOLUME



* NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SIGNAL WARRANT ANALYSIS
MIDLAND AVENUE & DEVEREUX ROAD
FOUR HOUR VOLUME WARRANT

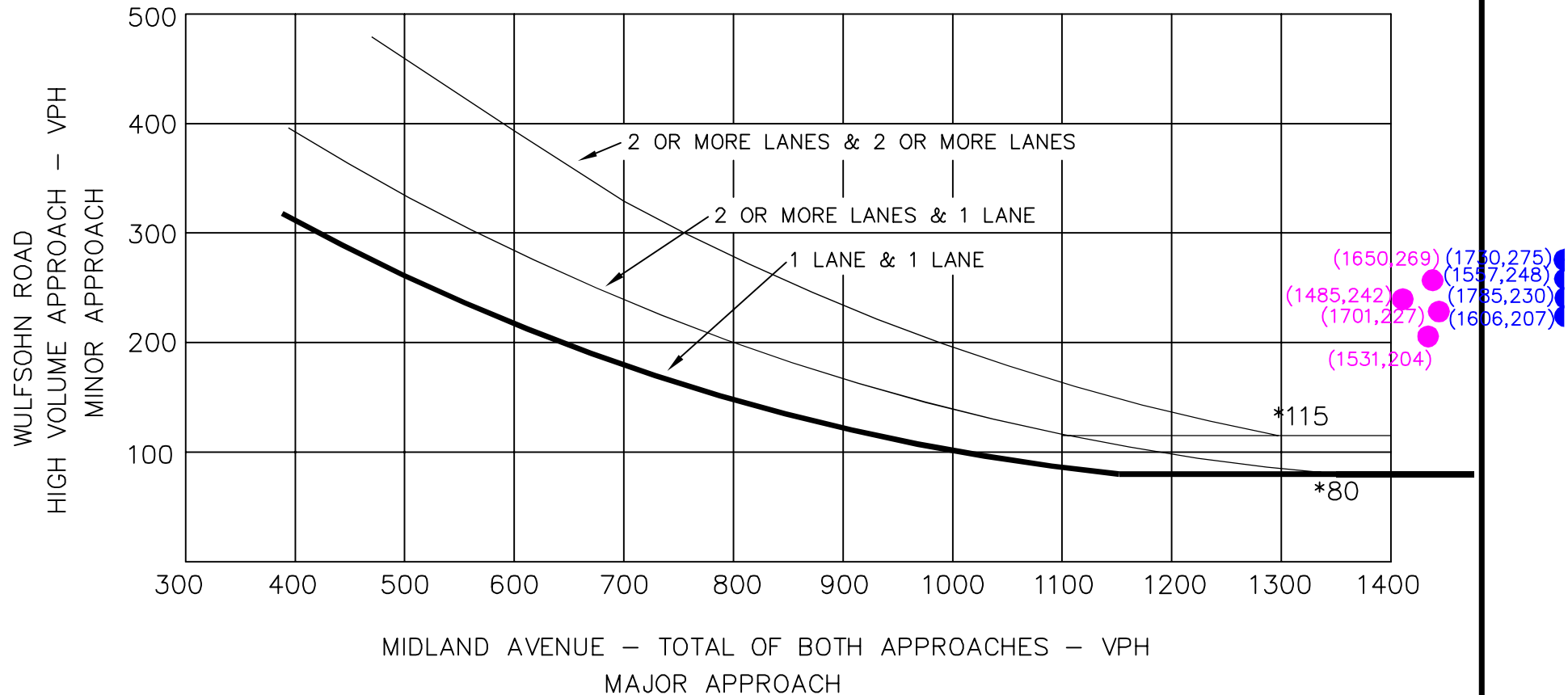
● 2030 TRAFFIC DATA POINT
● 2040 TRAFFIC DATA POINT

Source: Manual of Uniform Traffic Control Devices 2009

FIGURE A

Kimley»Horn

WARRANT 2 - FOUR HOUR VEHICULAR VOLUME



SIGNAL WARRANT ANALYSIS

MIDLAND AVENUE & WULFSOHN ROAD

FOUR HOUR VOLUME WARRANT

● 2030 TRAFFIC DATA POINT

● 2040 TRAFFIC DATA POINT

* NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

FIGURE B

Source: Manual of Uniform Traffic Control Devices 2009

Kimley»Horn

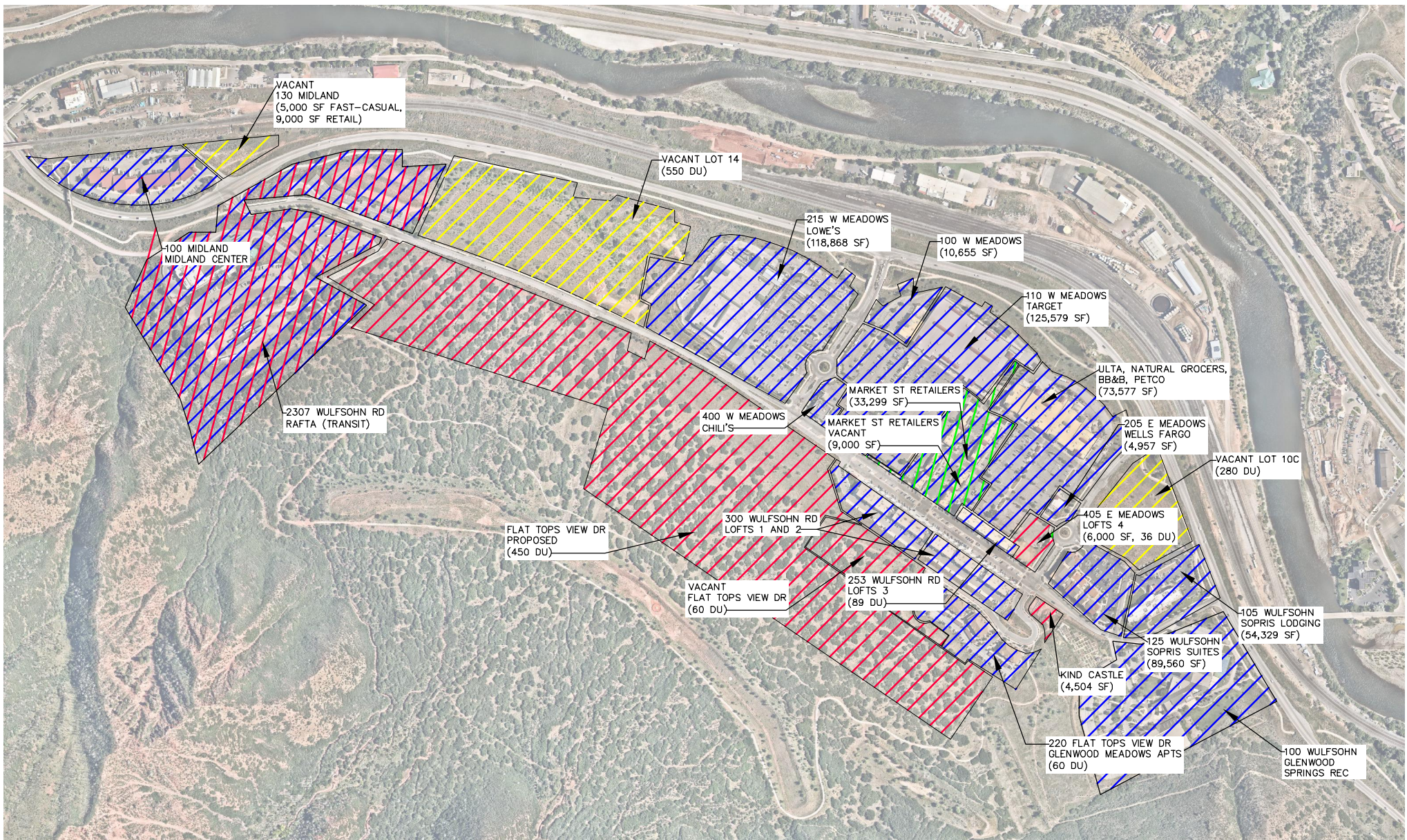
APPENDIX F

Land Use Development Plan

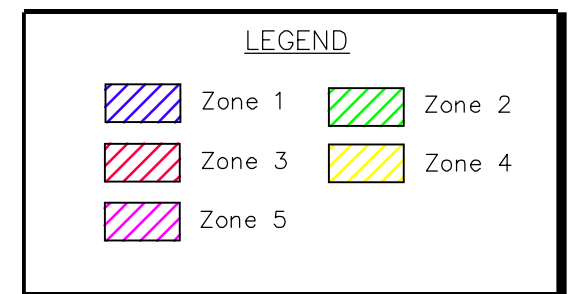
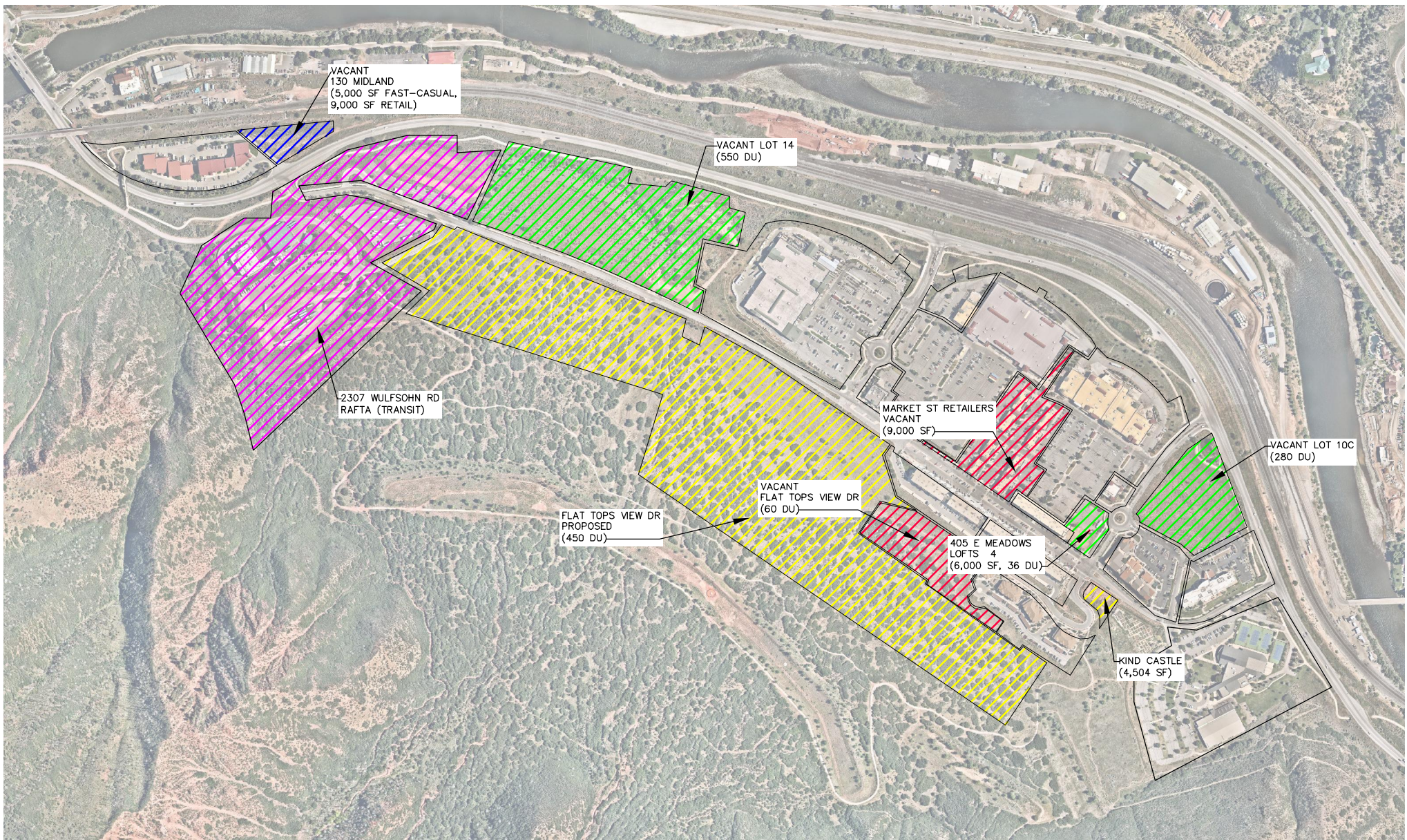
MEADOWS GLENWOOD SPRINGS DEVELOPMENT

Parcel No.	Address	Built/Proposed/Vacant	Building Name	Use Type	Vacant (Y/N)
	100 Midland	Built	Midland Center	Retail	N
	130 Midland	Vacant	-	Restaurant/Retail	Y
	RAFTA	Built/Proposed Expansion	RAFTA	Transit	N
	Lot 14	Vacant	-	Residential	
	215 W Meadows	Built	Lowe's	Retail	N
	100 W Meadows	Built/Vacant	Big 5	Retail	Y
	110 W Meadows	Built	Target	Retail	N
	400 W Meadows	Built	Chili's	Restaurant	N
	Market Street	Built/Some Vacant	Market Street Retailers	Retail	N
	E Meadows	Built	Ulta/ Natural Grocers, BB&B, Petco	Retail	N
	205 E Meadows	Built	Wells Fargo	Bank	N
	405 E Meadows	Proposed	Red Montain Lofts 4	Residential/Retail	Y
	253 Wulfsohn	Built	Red Montain Lofts 3	Residential	N
	125 Wulfsohn	Built	Sopris Suites (Residence Inn)	Hotel	N
	105 Wulfsohn	Built	Sopris Lodging (Courtyard)	Hotel	N
	300 Wulfsohn	Built	Red Mountain Lofts 1 & 2	Residential	N
	100 Wulfsohn	Built	Glendwood Springs Rec Center	Other	
	Flat Tops View Dr	Vacant	-	Residential	Y
	220 Flat Tops View Dr	Built	Glenwood Green Apts	Residential	N
	100 Wulfsohn	Built	Glendwood Springs Rec Center	Other	N
	8th & Cowdin	Proposed	Affordable Housing	Residential	Y

*For Market Street Retailers please note the number of total stores.



-  EXISTING OCCUPIED BUILDINGS
-  EXISTING VACANT BUILDINGS
-  PLANNED/APPROVED USES
-  VACANT LAND WITH PROPOSED USES



APPENDIX G

Comparison of Approved vs Proposed Uses

Previously Approved vs Current/Proposed

Address	Previously Approved		Current/Proposed
	Land Use/Intensity	Report Date	Land Use/Intensity
130 Midland (Midland Center)	unknown	unknown	5,000 SF Fast-Casual Restaurant 9,000 SF Retail
RAFTA	Expansion	Regional Transit Center (RTC) Traffic Analysis_2018-03-09	Expansion
Market Street	Part of Phase I Retail	Traffic Analysis for the Phase I Retail Portion of the Glenwood Springs Project_2004-06-06	9,000 SF Retail (Vacant)
405 E Meadows	5,950 sf Fast-Casual Restaurant 36 DU	Lofts at Red Mountain Phase IV TIS_2021-02-25	5,950 sf Fast-Casual Restaurant 36 DU
Lot 14	15,000 SF Retail 15,000 SF Office 15,000 SF MOB	Wulfsohn Road Commercial Building TIS_2018-12-21	550 DU
Flat Tops View Dr	475 DU	Glenwood Meadows Multifamily Phase I TIS_2020-12-02	510 DU
Lot 10C/Pad #3	68,320 SF Department Store 20,050 SF General Retail 6,000 SF Restaurant	Traffic Analysis for the Glenwood Meadows Phase II Project_2007-08-08	280 DU
150 Wulfsohn	2,400 SF Dispensary	The King Castle Dispensary Glenwood Meadow Traffic Assessment_2020-09-15	4,504 SF Dispensary

Previously Approved Uses										
Address	Land Use	Intensity	Unit	Vehicle Trips						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
130 Midland	Unknown									
Lot 14	Retail	15,000	SF	570	10	5	15	25	35	60
	Office	15,000	SF	150	15	5	20	5	15	20
	MOB	15,000	SF	520	35	5	40	15	35	50
Lot 10C	Department Store	68,320	SF	1,202	11	11	22	70	34	104
	Retail	20,050	SF	652	5	3	8	18	24	42
	High Turnover	6,000	SF	626	23	21	44	31	21	52
405 E Meadows	Lofts at Red Mountain 4			2,072	11	14	25	56	45	101
Market St Retailers	Retail	9,000	SF	490	13	8	21	29	30	59
Flat Tops View Dr	Mid-Rise	300	DU	1,632	28	80	108	81	51	132
	Townhomes	175	DU	952	14	47	61	47	30	77
150 Wulfsohn	Marijuana Dispensary	2,400	SF	606	0	0	0	36	36	72
2307 Wulfsohn Rd	RFTA Expansion			1,200	170	32	202	26	79	105
Total Approved Trips				10,672	335	231	566	439	435	874

Note: The trip generation rates/equations utilized the most recent trip generation manual at the time of completing the traffic letter/study

Proposed Uses										
Address	Land Use	Intensity	Unit	Vehicle Trips						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
130 Midland	Retail	9,000	SF	490	13	8	21	29	30	59
	Fast Casual	5,000	SF	486	4	3	7	35	28	63
Lot 14	Mid-Rise	550	DU	2,498	47	157	204	131	84	215
Lot 10C	Mid-Rise	280	DU	1,272	24	80	104	66	43	109
405 E Meadows	Lofts at Red Mountain 4 ¹			2,072	11	14	25	56	45	101
Market St Retailers	Retail	9,000	SF	490	13	8	21	29	30	59
Flat Tops View Dr	Mid-Rise	510	DU	2,316	43	146	189	121	78	199
150 Wulfsohn	Marijuana Dispensary	4,504	SF	950	24	23	57	43	42	85
2307 Wulfsohn Rd	RFTA Expansion ¹			1,200	170	32	202	26	79	105
Total Proposed Trips				11,774	349	471	830	536	459	995

¹ Trip generation taken directly from traffic impact study.

Lot Comparison

Address	Land Use	Intensity	Unit	Vehicle Trips						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
130 Midland	Unknown									
	Retail	9,000	SF	490	13	8	21	29	30	59
	Fast Casual	5,000	SF	486	4	3	7	35	28	63
Trip Differential of 130 Midland				976	17	11	28	64	58	122
Lot 14	Retail	15,000	SF	570	10	5	15	25	35	60
	Office	15,000	SF	150	15	5	20	5	15	20
	MOB	15,000	SF	520	35	5	40	15	35	50
	Mid-Rise	550	DU	2,498	47	157	204	131	84	215
Trip Differential of Lot 14				1,258	-13	142	129	86	-1	85
Lot 10C	Department Store	68,320	SF	1,202	11	11	22	70	34	104
	Retail	20,050	SF	652	5	3	8	18	24	42
	High Turnover	6,000	SF	626	23	21	44	31	21	52
	Mid-Rise	280	DU	1,272	24	80	104	66	43	109
Trip Differential of Lot 10C				-1,208	-15	45	30	-53	-36	-89
405 E Meadows	Lofts at Red Mountain 4			2,072	11	14	25	56	45	101
	Lofts at Red Mountain 4			2,072	11	14	25	56	45	101
Trip Differential of Lot 10C				0	0	0	0	0	0	0
Market St Retailers	Retail	9,000	SF	490	13	8	21	29	30	59
	Retail	9,000	SF	490	13	8	21	29	30	59
Trip Differential of Market St Retailers				0	0	0	0	0	0	0
Flat Tops View Dr	Mid-Rise	300	DU	1,632	28	80	108	81	51	132
	Townhomes	175	DU	952	14	47	61	47	30	77
	Mid-Rise	510	DU	2,316	43	146	189	121	78	199
Trip Differential of Flat Top View Dr				-268	1	19	20	-7	-3	-10
150 Wulfsohn	Marijuana Dispensary	2,400	SF	606	0	0	0	36	36	72
	Marijuana Dispensary	4,504	SF	950	24	23	57	43	42	85
Trip Differential of 150 Wulfsohn				344	24	23	57	7	6	13
2307 Wulfsohn Rd	RFTA Expansion			1,200	170	32	202	26	79	105
	RFTA Expansion			1,200	170	32	202	26	79	105
Trip Differential of 2307 Wulfsohn Rd				0	0	0	0	0	0	0
Total Trip Differential (Proposed-Approved)				1,102	14	240	264	97	24	121

**Geotechnical Evaluation
Proposed Hotel
Glenwood Meadows Lot 10 C
Glenwood Springs, Colorado**



Prepared For:

La Plata Suites, LLC

In Care of:

Stonebridge Companies

**4949 South Niagara Street, Suite 300
Denver, Colorado 80237**

Attention: Mr. Mark Lionberger

Job Number: 23-6013

December 20, 2023

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**Proposed Hotel, Glenwood Meadows Lot C
Glenwood Springs, Colorado**

PURPOSE AND SCOPE OF STUDY

This report presents the results of a geotechnical evaluation performed by GROUND Engineering Consultants, Inc. (GROUND) in support of the design and construction of the proposed hotel building within Lot 10C, near the intersection of East Meadows Drive and Midland Avenue in Glenwood Springs, Colorado. Our study was conducted in general accordance with GROUND's Proposal Number 2303-0403 Rev2 A, dated October 30, 2023, between La Plata Suites, LLC, in care of Stonebridge Companies and GROUND.

A field exploration program was conducted to obtain information on the subsurface conditions. Material samples obtained during the subsurface exploration were tested in the laboratory to provide data on the classification and engineering characteristics of the on-site soils. The results of the field exploration and laboratory testing are presented herein.

Additionally, a geotechnical exploration for an adjacent restaurant¹ was completed during the same mobilization as this study. Information from that exploration also was used to inform this study.

This report has been prepared to summarize the data obtained and to present our findings and conclusions based on the proposed development/improvements and the subsurface conditions encountered. Design parameters and a discussion of engineering considerations related to the proposed improvements are included herein. This report should be understood and utilized in its entirety; specific sections of the text, drawings, graphs, tables, and other information contained within this report are intended to be understood in the context of the entire report. This includes the *Closure* section of the report which outlines important limitations on the information contained herein.

This report was prepared for design purposes of La Plata Suites, LLC, based on our understanding of the project at the time of preparation of this report. The data, conclusions, opinions, and geotechnical parameters provided herein should not be construed to be sufficient for other purposes, including the use by contractors, or any other parties for any reason not specifically related to the design of the project. Furthermore,

¹ GROUND Engineering Consultants, Inc. (October 30, 2023) *Scope of Professional Services, Geotechnical Evaluation, Proposed Restaurant, Glenwood Meadows Lot 10C, Glenwood Springs, Colorado*. Proposal Number 2303-0403 REV2 B.

**Proposed Hotel, Glenwood Meadows Lot C
Glenwood Springs, Colorado**

the information provided in this report was based on the exploration and testing methods described below. Deviations between what was reported herein and the actual surface and/or subsurface conditions may exist, and in some cases those deviations may be significant.

PROPOSED CONSTRUCTION

Based on the provided site plan,² we understand that current plans call for the construction of a four- to six-story hotel with a footprint of approximately 18,000 square-feet. An outdoor swimming pool is planned southwest of the building. The building will be surrounded by pedestrian flatwork, landscaping, and paved parking areas and drive lanes. Buried utilities will be installed to serve the new facility. Structural loads are anticipated to be moderate, typical of this type of construction.

We understand that net cuts and fills on the order of 5 to 6 feet will be needed to achieve project lines and grades. A retaining wall with an average height of about 4 feet is planned for the southwestern side of the lot.

If our described understanding/interpretation of the proposed project is incorrect or project elements differ in any way from that expressed above, including changes to improvement locations, dimensions, orientations, loading conditions, elevations/grades, etc., and/or additional buildings/structures/site improvements are incorporated into this project, either after the original information was provided to us or after the date of this report, GROUND or another geotechnical engineer must be retained to reevaluate the conclusions and parameters presented herein.

Performance Expectations Based on our experience with other, similar projects, we anticipate that post-construction, building foundation and floor movements on the order of 1 inch are acceptable to, and anticipated by the owner, as are the resultant distress and maintenance measures. Similarly, we anticipate that movements of somewhat greater magnitude (up to 2 inches) are acceptable and anticipated for flatwork, although movement estimates closer to 1 inch may be preferable near the buildings. Assuming that traffic speeds will be relatively low, still greater movements (3+ inches locally) are acceptable and anticipated for the parking area, as well as for flatwork that is not adjacent

² LK ARCHITECTURE (September 14, 2023) *Home2 Suites by Hilton — Glenwood Springs, CO, Option 2*.

**Proposed Hotel, Glenwood Meadows Lot C
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to the building. GROUND will be available to discuss the risks and remedial approaches outlined in this report, as well as other potential approaches, upon request if post-construction movements of these magnitudes are not acceptable and anticipated.

SITE CONDITIONS

At the time of our subsurface exploration the project site was a previously graded lot that supported native grasses and weeds. Construction debris including concrete, asphalt, and wooden pallets were observed on the site surface. It was bordered to north and west by East Meadows Drive, to the east by the Atkinson Canal and Midland Avenue, and to the south by Wulfsohn Road.



Undeveloped land and commercial development further surrounded the site. Additionally, reaches of Interstate 70 and of the Colorado River were observed north of the site.



The project site descended to the northeast displaying about 20 feet of relief across the site, with about 7 feet of relief observed across the proposed building footprint. Local, steeper slopes, displaying approximately 12 feet of relief, retained by a block wall, approximately 8 feet tall at its highest point, was observed adjacent to a footpath and drainage area northeast of the site.

Based on public utility marks, buried communication, power, and gas lines were present on the northern and western margins of the site, adjacent to East Meadows Drive. Above ground, temporary irrigation lines with attached sprinkler heads were also observed on the south and east sides of the site.

**Proposed Hotel, Glenwood Meadows Lot C
Glenwood Springs, Colorado**

Review of historical Google Earth aerial imagery indicated that development at the project site began sometime between 1993 and 2002, the earliest available images, with overlot grading beginning in approximately 2004. Development of the lot and areas directly adjacent to the project site continued until approximately 2011. Select images are presented below.



SUBSURFACE EXPLORATION

Subsurface exploration for the project was conducted in November 2023. A total of 8 test holes were drilled with a conventional, truck-mounted drilling rig advancing 4-inch diameter continuous flight auger to evaluate the subsurface conditions and retrieve samples for laboratory testing. Of these, 4 test holes were advanced within the proposed hotel building footprint to depths of about 24 to 49 feet below existing grades, 2 test holes were drilled within/near the anticipated retaining wall alignment to depths of approximately 20 and 25 feet below existing grades, and 2 test holes were advanced within the proposed pavement areas to depths of 4 and 5 feet below existing grades. A GROUND professional directed the subsurface exploration, logged the test holes in the field, and prepared the samples for transport to our laboratory.

Samples of the subsurface materials were retrieved with a 2-inch inner diameter California liner sampler and a 1 $\frac{3}{8}$ -inch inner diameter standard penetration test sampler. The sampler was driven into the substrata with blows from a 140-pound hammer falling 30 inches, in general accordance with the Standard Penetration Test, in the case of the standard penetration test sampler, described by ASTM Method D1586. Penetration resistance values, when properly evaluated, indicate the relative density or consistency of soils. Depths at which the samples were obtained and associated penetration resistance values are shown on the test hole logs.

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The approximate locations of the test holes are shown in Figure 1. Summary logs of the test holes are provided in Figure 2. A legend and notes are provided in Figure 3. Detailed logs of the test holes are presented in *Appendix A*.

LABORATORY TESTING

Samples retrieved from our test holes were examined and visually classified in the laboratory by the project engineer. Laboratory testing of soil samples included standard property tests, such as natural moisture contents, grain size analyses, and Atterberg limits. Water-soluble sulfate content, swell and collapse potential, and a suite of corrosivity tests were completed on selected samples, as well. Laboratory tests were performed in general accordance with applicable ASTM protocols. Results of the laboratory testing program are summarized in Tables 1 and 2. Gradation plots are provided in Figures 4 and 5.

SUBSURFACE CONDITIONS

Geologic Setting Published geologic maps that we reviewed for this study, e.g., Kirkham et al., 2009,³ depicted the site as underlain by Holocene-aged debris-flow deposits (**Qdfy**). Pleistocene-aged terrace alluvium (**Qty**) was also mapped near the project site, near the Colorado River to the north. These surficial deposits were mapped as being underlain by the Pennsylvanian aged Eagle Valley Evaporite (**Pee**). A portion of the above-referenced geologic map is reproduced on the next page.

In the project area, debris flow deposits are generally described as poorly to moderately well-sorted, matrix- or clast-supported, pebble, boulder, and cobble gravels in a sandy silt or silty sand matrix.

Terrace alluvium, in the project area, has been generally described as poorly sorted, clast-supported, pebble and cobble gravels with a sand matrix, occasionally bouldery. Additionally, debris flow deposits locally can be subject to piping or “migration of fines”—a process reduces soil density and can form curvilinear voids or “pipes” within the soil through the removal of fine soil grains by flowing water—is a recognized geologic hazard in the alluvial deposits in the greater project area.

³ Kirkham, R.M., Streufert, R.K., Cappa, J.A., Shaw, C.A., Allen, J.L., and Schroeder, T.J. II (2009). *Geologic map of the Glenwood Springs Quadrangle, Garfield County, Colorado*. Colorado Geologic Survey Map Series MS-38. 1:24,000.

Piping In the project area, fine grained soils, such as those encountered in the test holes and similar soils placed as compacted fill, can be susceptible to piping (migration of fines)—a process by which linear voids, “pipes”, develop beneath the ground surface by the flow of water through the soil. Piping can occur naturally, but in our experience, piping also occurs when proper site drainage is not established and maintained. The voids formed by this process can result in greater than forecasted post-construction settlements. Therefore, at this site, it is of critical importance that proper drainage is established and maintained throughout the construction and lifespan of the improvements.

**Proposed Hotel, Glenwood Meadows Lot C
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Debris Flow and Rock Fall Hazard The overall Glenwood Meadows development site has been subject to debris flows and rock falls from the cliffs overlooking the site from the southwest. Prior development has included construction of debris flow catchment basins upslope from the various buildings, roadways, etc., to mitigate these risks. To GROUND's knowledge, they have been effective in that regard to date. The catchment basins were not evaluated, however, as part of GROUND's present scope of services.

The presence of the relatively steep slope located to the south of the facility presents a source of risk for the site. This slope has been the source area for debris flows, landslides, and other mass wasting events. We understand that the recognized potential for concentrated surface run-off, resultant local flooding, and debris flows to damage improvements on the subject site (as well as the retail and City facilities to the south and west of the site) has been addressed by the debris flow retention basins that were constructed upslope of these areas on the debris fan complex.

Dissolution Related Subsidence The geologic conditions giving rise to sinkholes, and the associated risks, are common in the Glenwood Springs area. Evaporite minerals, such as gypsum, anhydrite, and halite, are present in the bedrock underlying the project site, and subject dissolution as water passes over or through them creating voids. Typically, sinkholes develop where stream terrace deposits or similar materials overlie the evaporitic bedrock. Such conditions are present at depth at this location, but the terrace gravels and cobbles are overlain by a significant depth of debris flow deposits.

These voids can collapse generating sinkholes or other subsidence features. Evidence of such dissolution features were not directly observed at the site, but have been noted in the greater project area. However, the likelihood of sinkholes and subsidence (associated with such rock formations; not mine related) or other hazards related to subsurface dissolution appears to be high in the project area as a whole. Sinkholes, including relatively large diameter sinkholes, are known to have formed in the greater project area. Compilations of published map data suggest an average existing sinkhole density in the region on the order of 0.8 sinkholes per square mile. The likelihood of the development of a sinkhole or other subsidence feature at a given location is difficult to forecast; however, none of the test holes encountered conditions suggesting the presence of voids beneath the subject site; therefore, the risk of sinkhole development appears relatively low.

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However, as previously discussed, these materials have been mapped by White⁴ as collapsible, and described by Lincoln-Devore⁵ as being within a severe hydro-consolidation hazard zone. Additional geotechnical drilling and geophysical studies attempting to locate nascent sink holes in the near surface can be performed, but have been unreliable, in our experience.

Nevertheless, the risk of sinkhole development, which is broadly similar to much of Glenwood Springs, cannot be eliminated entirely, as demonstrated by the sinkhole that developed about ¼ mile from the site in 2003. The potential for sinkholes must be recognized and accepted for the development of the site (as it has been for the construction that comprises much of the remainder of the City of Glenwood Springs). Effective surface drainage appears to reduce the risk of sinkhole development, but cannot eliminate it. Should a sinkhole on the order of several feet or yards develop beneath the building, severe structure damage would likely result.

Additionally, given the extensive development adjacent to the site, GROUND assumed that the owner was aware of and accepts the risks of dissolution-related subsidence. We are available to discuss further this risk upon request.

Local Conditions The test holes penetrated approximately 13 to 19 feet of fill before penetrating native sands, silts, and clays that were encountered to depths of 42 to 49 feet below existing grade. Below the sands, silts, and clays; gravels and cobbles were encountered and extended to depths explored.

We interpret the fill materials to have been placed during overlot grading and construction of the nearby commercial developments.

The native sands, silts, and clays are interpreted to be debris flow deposits. These materials have been mapped by White (2002)⁴ as collapsible. Additionally, as previously mentioned, the Lincoln-Devore (1978)⁵ study depicts the area as being within the severe hazard zone for hydro-consolidation in site soils. A severe hazard zone is described as

⁴ White, J.L., 2002, *Collapsible soils and evaporite karst hazards map of Roaring Fork River corridor, Garfield, Eagle and Pitkin Counties, Colorado*: Colorado Geological Survey Map Series MS-34, scale 1:50,000.

⁵ Lincoln-Devore Engineers and Geologists, 1978, *Geologic Hazards of the Glenwood Springs Metropolitan Area – Garfield County, Colorado*: Colorado Geological Survey Open File Report 78-10.

**Proposed Hotel, Glenwood Meadows Lot C
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having “a high probability of major and / or rapid settlement, accompanied by local piping and slope instability due to soil structure disruption.”

The gravels and cobbles are interpreted to be alluvial (stream-laid) deposits.

Fill materials were recognized in the test holes, and are likely present throughout the site given its prior grading. (See the *Site Conditions* section of this report.) Furthermore, fill soils may contain coarse gravels and cobbles, as recognized in the test holes, as well as similarly sized pieces of construction debris, as observed on the site surface. Delineation of the complete lateral and vertical extents of the fills at the site and their compositions was beyond our present scope of services. If more detailed information regarding fill extents and compositions at the site are of significance, they should be evaluated using test pits.

Similarly, coarse gravel and larger clasts are not well represented in the small diameter liner samples collected from the test holes. Therefore, such materials may be present even where not called out in the material descriptions herein.

Fill consisted primarily of clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color.

Although not recognized in the fill in our test holes, cobbles and boulders likely are present in the existing fill soils.

Sands, Silts, and Clays (Debris Flow Deposits) consisted primarily of silts, clays, fine to coarse sands, gravels, and cobbles. Boulders were present locally. They were dry to slightly moist, non- to slightly plastic, medium to very stiff, and red-brown in color. Caliche was noted locally.

Gravels and Cobbles (Alluvial Deposits) consisted primarily of fine to coarse sands, gravels, cobbles, and boulders with lesser fractions clays and silts. They were dry, non-plastic, very hard, and gray in color.

Groundwater was not encountered in the test holes at the depths explored. The test holes were backfilled upon drilling completion per Code of Colorado Regulations (2 CCR

**Proposed Hotel, Glenwood Meadows Lot C
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402-2), with the exceptions of H2 and H3, which were left open for approximately 8 hours, remeasured, and then backfilled. Groundwater levels can be expected to fluctuate, however, in response to annual and longer-term cycles of precipitation, irrigation, surface drainage, land use, and the development of transient, perched water conditions. At this site, groundwater levels rise and fall in response to the Colorado River stage, located approximately 600 feet to the east and about 90 feet in elevation below the site.

Additionally, it has been our experience that surface and groundwater levels fluctuate greatly in mountainous areas, primarily due to seasonal conditions such as spring runoff. These conditions are often highly variable and difficult to predict. Although these conditions generally exist for 1 to 3 months annually, their impact on design can be significant. In Garfield County, Colorado, it is common during construction to encounter dry conditions in the fall and wet conditions in the spring with relative groundwater fluctuations of 10 feet or more. This is particularly critical for foundation and deep utility excavations, cut slopes, culvert sizing, and for development adjacent to intermittently dry streams or rivers. Furthermore, if development has not established positive surface drainage, particularly prior to temporary winter shutdown procedures, other components of partial and complete development are compromised. The contractor and the project team should consider these complex conditions prior to commencing as well as during construction.

The groundwater observations performed during our exploration must be interpreted carefully as they are short-term and do not constitute a groundwater study. In the event La Plata Suites, LLC, desires additional/repeated groundwater level observations, GROUND should be contacted to provide a cost estimate for this additional geotechnical evaluation.

Swell-Consolidation Testing of selected samples of native soils and bedrock recovered from the test holes did not indicate significant swells. Consolidations (“collapses”) up to about 2.1 percent were measured under surcharge loads approximating in place overburden pressures. (See Table 1.) Significantly higher consolidations have been measured in the immediate site vicinity.

ENGINEERING SEISMICITY

Based on extrapolation of available data to depth and our experience in the project area, we consider the area of the proposed building likely to meet the criteria for a Seismic Site Classification of **D** according to the ASCE 7-16 (Table 20.3-1). (Exploration and/or shear wave velocity testing to a depth of 100 feet or more was not part of our present scope of services.) If, however, a quantitative assessment of the site seismic properties is desired, then shear wave velocity testing should be performed. GROUND can provide a fee estimate for shear wave velocity testing upon request. We consider the likelihood of achieving a Site Class C to be relatively low.

Using longitude and latitude coordinates obtained from Google Earth and the ASCE 7 Hazard Tool (<https://asce7hazardtool.online>), the project area is indicated to possess an S_{DS} value of **0.411** and an S_{D1} value of **0.137** for the site latitude and longitude and a Site Class of D.

GEOTECHNICAL CONSIDERATIONS FOR DESIGN

The conclusions and parameters provided in this report were based on the data presented herein, our experience in the general project area with similar structures, and our engineering judgment with regard to the applicability of the data and methods of forecasting future performance. A variety of engineering parameters were considered as indicators of potential future soil movements.

Our parameters and conclusions were based on our judgment of “likely movement potentials,” (i.e., the amount of movement likely to be realized if site drainage is generally effective, estimated to a reasonable degree of engineering certainty) as well as our assumptions about the owner’s willingness to accept geotechnical risk. “Maximum possible” movement estimates necessarily will be larger than those presented herein. They also have a significantly lower likelihood of being realized, in our opinion, and generally require more expensive measures to address.

We encourage La Plata Suites, LLC, upon receipt of this report, to discuss these risks and the geotechnical alternatives with us. In addition to the risks and remedial approaches presented in this report, La Plata Suites, LLC, also must understand the risk-cost trade-

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offs addressed by the civil and structural engineering disciplines in order to direct its design team to the portion of the Higher Cost/Lower Risk—Lower Cost/Higher Risk spectrum in which this project should be designed. If La Plata Suites, LLC, do not understand these risks, it is critical that additional information or clarification be requested so that the owner's expectations reasonably can be met.

General Geotechnical Risk In GROUND's opinion there are several sources of geotechnical risk at this site. One of these sources of risk is the presence of undocumented fills soils, which were recognized to depths of about 19 feet below existing grade. Undocumented fill soils are considered to be geotechnically unsuitable to support new construction because of their unknown composition and consistency. Damaging, post-construction movement have resulted where improvements were supported directly on undocumented fill soils. Where they are present beneath a proposed improvement, undocumented fill soils will need to be removed and replaced as properly compacted fill or the effects of undocumented fill soils otherwise mitigated.

Another source of geotechnical risk is the potential for hydro-consolidation or "collapse" of the site soils upon wetting under load. Both the undocumented fill and native soils are at risk in this regard. Hydro-consolidation consists of a significant volume loss due to the rearrangement of the constituent grains of the soil to a more compact assemblage upon wetting under a load. Significant consolidations (volume loss) were measured in select samples collected during this exploration and have been measured in similar samples of these materials by GROUND in the direct vicinity of the project site. Damaging post-construction movements have been documented in the greater project area where improvements were supported directly on these deposits.

Piping is a recognized geologic hazard in the alluvial fan/debris flow and colluvial deposits in the greater project area, and significant piping has been observed in the Glenwood Meadows development. Piping is the process of approximately linear voids (pipes) developing beneath the ground surface by the flow of water through the soil. Piping occurs naturally, but in our experience, piping often also occurs when proper site drainage is not established and maintained. The voids formed by this process can result in greater than forecasted post-construction settlements. These voids generated by piping, after reaching sufficient size, can collapse or otherwise be expressed as surface depressions. Where

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these voids form beneath site improvements or where improvements are built on top of or near existing voids, significant and damaging post-construction movements can occur.

Erodible Soils The commonly silty site soils, both fill and native, are more than typically vulnerable to erosion. Project civil and landscaping design should take these soils into consideration. Similarly, project maintenance should anticipate greater than typical soil loss from erosion, requiring replacement.

Slope "Creep" Slopes descending from the facility that are supported by the site soils are more than typically vulnerable to downslope soils "creep." "Creep" refers to the progressive, downhill movement of the shallow soils supporting a slope due to wetting and drying, freeze/thaw cycling and relatively distributed water flow (as opposed to water flow focused along a channel). The depths of downslope soil movement typically are limited to 3 to 5 feet. Typically, the shallower soils creep farther in a given period of time than those at greater depths.

Improvements at the tops of slopes that are not founded below, or away from, the zone of creep movement will tend to displace toward the slope and down it. Light poles, curbing and adjacent pavement, sidewalks, signs and electrical boxes commonly are affected by creep on similar sites. Building footings and floors can be affected if placed in close proximity to slopes. Greater than typical maintenance, including removal and replacement, should be anticipated for improvements placed near the tops of slopes. Foundations should be set back at least 7 feet from a slope face, measured horizontally to the nearest edge of the foundation.

In GROUND's opinion, with appropriate geotechnical and civil design, properly implemented during construction, and effectively maintained after construction, this lot is feasible for the proposed hotel with regard to hydro-consolidation, flooding, and debris flows. Some risk of structural distress from sinkholes is inherent to the site and there are no effective geotechnical means to mitigate that risk other than avoidance.

Annexation and Development Agreement We assume that the Annexation and Development Agreement for the overall Glenwood Meadows site is applicable to the subject hotel. In that Agreement a number of geotechnical criteria for the development were established, based in part on recommendations from the Colorado Geological

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Survey regarding geologic hazards, including foundation types, measures for grading, surface drainage, pavements, and underdrains for below-grade construction. We believe that the geotechnical requirements therein have been met or exceeded the recommendations herein and/or by the measures undertaken as part of previous infrastructure installation.

Depth of Wetting at the Site The “depth of wetting” (the depth to which foundation soils will gain moisture and experience volume change over the design-life of a structure) estimated for a given site strongly affects the anticipated performance of structures at that site. Based on the data obtained at this site and our experience with similar geotechnical settings, a depth of wetting of 20 feet was used to develop geotechnical parameters for foundation system design. A depth of wetting of 20 feet is equal to or greater than the depth of wetting found at about 72 percent of the sites evaluated in a study by Walsh and others (2009).⁶

“Depths of wetting” of 30, 40, or 70 feet or more have been considered (e.g., Chao and others, 2006)⁷ and have been encountered locally in the field. Depths of wetting of such magnitudes, however, generally are in unusual geologic conditions, of which may be identified forensically in unusual circumstances such as a pipe leak that has remained unrepaired for an extended period. In our experience, such deep depths of wetting are considered only rarely in engineering consulting practice in more typical geologic settings in the Garfield County area.

GROUND considers wetting to a depth of 20 feet to be appropriately conservative for the proposed project. However, if the owner prefers that a more conservative (or less conservative) depth be used to develop geotechnical parameters for design, GROUND should be contacted to revise the criteria provided herein.

Likely Post-construction Movements Based on our data collected for the site and our experience with similar sites, we estimate improvements supported directly on the existing undocumented fill are subject to likely, post-construction, vertical movements of about 2

⁶ Walsh, K.D., C.A. Colby, W.N. Houston and S.A. Houston, 2009, *Method for Evaluation of Depth of Wetting in Residential Areas*, Journal of Geotechnical and Geoenvironmental Engineering, American Society of Civil Engineers, Vol. 135, No. 2, pp. 169 – 176.

⁷ Chao, K-C, D.D. Overton, and J.D. Miller, 2006, *The Effects of Site Conditions on the Predicted Time Rate of Heave, Unsaturated Soils 2006*, American Society of Civil Engineers, Special Publication No. 147, pp. 2086 – 2097.

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to 4 inches. Lateral movements will result, as well. Foundation and slab/flatwork movements of these magnitudes can result in significant damage. Larger movements, including abrupt movements on the order of feet, could result where piping or sinkholes develop beneath improvements. All of the proposed site improvements are vulnerable in this regard.

Building Foundation and Floor Types In GROUND's opinion, supporting the proposed buildings on deep foundation systems, such as driven piles or micropiles, will provide the lowest estimates of likely post-construction foundation movement (about ½ inch, with similar differential movements over spans of about 40 feet) and will provide the least risk of excessive foundation movements. However, deep foundations systems may not be practical because of the large cobbles and boulders present in the site soils and the anticipated bedrock depth (bedrock was not encountered in any of the test holes drilled for this evaluation). Geotechnical parameters for deep foundations can be provided upon request, however.

Constructing the building floor as a structural floor, also supported on driven piles or micropiles, will yield similarly low post-construction floor movement estimates. Exterior flatwork adjacent to the building, particularly at and near building entrances, also should be constructed as structural floors in such cases. Geotechnical parameters for structural floors can be provided upon request.

As a higher risk, but commonly used alternative, shallow foundations and a slab-on-grade floor may be used for the hotel, provided that they bear on a remedial fill section constructed in accordance with the measures outlined in this report. Based on the depths of existing fill logged in the test holes, and to achieve estimates of likely post-construction movement on the order of 1 inch, the remedial fill section would need to extend to a depth of at least 19 feet below existing grades, and would need to extend at least 12 feet laterally from the building perimeter. We do not anticipate that excavation and re-compaction of the soils to such depths and extents will be practical at this site. However, more detailed parameters for remedial earthwork beneath the building can be provided upon request.

As an alternative to conventional earthwork to address the undocumented fill discussed previously, the site soils could be densified in-place by installation of rammed aggregate piers, e.g., Geopiers or Vibro Piers. It is GROUND's opinion that rammed aggregate piers

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could be utilized to improve the site subgrade soils and reduce the potential for settlement without the construction of a uniform fill prism. If utilized, the rammed aggregate piers should be installed to support both the footings and slabs.

Rammed aggregate piers typically consist of either a drilled shaft, backfilled with coarse aggregate in lifts and compacted with a high frequency tamper or are constructed using a down hole vibrator to compact aggregate in-place in controlled lifts. This has the effect of densifying the surrounding soils, increasing bearing capacity, and reducing post-construction settlements for elements supported on them. Installation of rammed aggregate piers should be considered beneath any proposed improvements sensitive to post-construction movements.

Based on our experience and conversations with industry representatives, we understand estimated, post-construction settlements of approximately 1 inch may be achievable if the available geotechnical data, foundation plan, structural loads, and movement tolerances are supplied to the design/build contractor. We understand rammed aggregate pier systems are capable of providing allowable bearing pressures of 4,000 to 6,000 psf or more, with associated settlements of approximately 1 inch. The actual bearing pressures, etc., for shallow foundations as well as potential post-construction movement estimates (foundations and floor slabs) should be provided by the designer/contractor.

Rammed aggregate pier systems are proprietary foundation systems and the element layout and design parameters will be provided by the specialty designer/contractor. The data in this report should be sufficient for the designer/contractor to develop their design. We suggest contacting either of the following designer/contractors, although other may be available:

- Ground Improvement Engineering – Geopiers (816) 421-4334
- Keller North America – Vibro Piers (303) 469-1136

Quality control observation of rammed aggregate pier installation, as well as vibration monitoring of nearby structures sensitive to vibration and settlement can be beneficial during project construction. GROUND is available to provide installation observation and vibration monitoring upon request under separate contract.

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It should be noted that these proprietary systems will be designed by an engineer associated with the specialty company that installs them. In that regard, this report may be relied upon by the specialty designer/contractor as a data report, only. We anticipate that the data in this report will be sufficient for the specialty designer/contractor to design the foundations, but if additional data is needed, the designer/contractor should obtain the necessary subsurface exploration, testing, etc.

As proprietary foundation systems designed and installed by others, GROUND cannot comment on the appropriateness or the anticipated performance of these systems. We cannot establish criteria for acceptance of a system, or “accept” or “approve” an installation. In particular, we are not able to comment on a given foundation element that was not installed per the designer/contractor’s plan.

Regardless of whether a conventional remedial fill section or rammed aggregate piers were used to improve the shallow soils beneath site, soils vulnerable to hydro-consolidation will remain at depth beneath the building. Although below the depth of wetting likely to be realized as discussed above, some risk will remain for those soils to become wetted and experience volume loss. We consider this risk to be small, but not zero. To reduce this risk is another reason for establishing and maintaining effective surface drainage for this facility.

FOUNDATION SYSTEMS

The foundation parameters and considerations provided below were developed based on the performance expectations, geotechnical risks, and site conditions discussed in the prior sections of this report. The foundation system and bearing conditions used should be based on the owner’s tolerance of post-construction movements and the associated cost-risk trade-offs. The use of these parameters assumes that the above discussed, system associated risks and post-construction movement estimates are acceptable for the project.

Shallow Foundations

Geotechnical Parameters for Shallow Foundation Design

- 1) Footings should bear on a firm section of soils improved by the installation of rammed aggregate piers as discussed in the *Geotechnical Considerations for Design* section of this report. All the footings for a given structure should bear on the improved soils.
- 2) Footings bearing on soils improved by rammed aggregate piers may be designed for the allowable soil bearing pressure provided by the rammed aggregate pier designer/installer. The designer of this system presumable also will provide associated estimated post-construction movements.

To reduce differential settlements between footings or along continuous footings, footing loads should be as uniform as possible. Differentially loaded footings will settle differentially.

- 3) Spread footings should have a minimum lateral dimension of **16 or more inches** for linear strip footings and **24 or more inches** for isolated pad footings. Actual footing dimensions should be determined by the structural engineer.
- 4) Footings should bear at an elevation **3 or more feet** (per City of Glenwood Springs Construction Building Codes and Regulations, section 1809.5) below the lowest adjacent exterior finish grades to have adequate soil cover for frost protection.
- 5) Continuous foundation walls should be reinforced as designed by a structural engineer to span an unsupported length of at least **10 feet**.
- 6) Geotechnical parameters for lateral resistance to foundation loads are provided in the *Lateral Loads* section of this report.
- 7) Connections of all types must be flexible and/or adjustable to accommodate the anticipated, post-construction movements of the structure.
- 8) To the extent possible, utility lines should not be routed under shallow foundations, particularly isolated pad foundations, nor in the soils supporting the foundations.

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Where doing so cannot be avoided, there is increased risk to both the pipe and the foundation. Measures should be included in design to protect both the footings from increased settlement (such as backfilling the utility trench with Controlled Low Strength Material" (CLSM), i.e., a lean, sand-cement slurry ("flowable fill") or a similar material) and to protect the pipe from deformation.

Shallow Foundation Construction

- 9) The contractor should take adequate care when making excavations not to compromise the bearing or lateral support for nearby improvements.
- 10) Care should be taken when excavating the foundations to avoid disturbing the supporting materials particularly in excavating the last few inches.
- 11) Footing excavation bottoms may expose loose, organic, or otherwise deleterious materials, including debris. Firm materials may become disturbed by the excavation process. All such unsuitable materials should be excavated and replaced with properly compacted fill or the foundation deepened.
- 12) Foundation-supporting soils may be disturbed or deform excessively under the wheel loads of heavy construction vehicles as the excavations approach footing bearing levels. Construction equipment should be as light as possible to limit development of this condition. The movement of vehicles over proposed foundation areas should be restricted.
- 13) All foundation subgrade should be compacted prior to placement of concrete.
- 14) Fill placed against the sides of the footings should be properly compacted in accordance with the *Project Earthwork* section of this report.

FLOOR SYSTEMS

The floor system parameters and considerations provided below were developed based on the performance expectations, geotechnical risks, and site conditions discussed in the prior sections of this report. The floor system and support conditions used should be based on the owner's tolerance of post-construction movements and the associated cost-

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risk trade-offs. The use of these parameters assumes that the above discussed risks and post-construction movement estimates are acceptable for the project.

Slab-on-Grade Floors The geotechnical parameters below may be used for design of a slab-on-grade floor for the proposed structures. ACI Sections 301/302/360 provide guidance regarding concrete slab-on-grade design and construction.

Geotechnical Parameters for Design of Slab-on-Grade Floors

- 1) A slab-on-grade floor system should bear on soils improved by the installation of rammed aggregate piers, as discussed in the *Geotechnical Considerations for Design* section of this report.
- 2) Floor slabs should be adequately reinforced. Floor slab design, including slab thickness, concrete strength, jointing, and slab reinforcement should be developed by a structural engineer.
- 3) An allowable vertical modulus of subgrade reaction (K_v) for site soils improved by the installation of rammed aggregate piers should be determined by the rammed aggregate pier designer/installer (a value of 70 pci was indicated for the in-place, unimproved, site soils).
- 4) Floor slabs should be separated from all bearing walls and columns with slip joints, which allow unrestrained vertical movement.

Slip joints should be observed periodically, particularly during the first several years after construction. Slab movement can cause previously free-slipping joints to bind. Measures should be taken to assure that slab isolation is maintained in order to reduce the likelihood of damage to walls and other interior improvements.

- 5) Concrete slabs-on-grade should be provided with properly designed control joints.

ACI, AASHTO, and other industry groups provide guidelines for proper design and construction concrete slabs-on-grade and associated jointing. The design and construction of such joints should account for cracking as a result of shrinkage, curling, tension, loading, and curing, as well as proposed slab use. Joint layout

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based on the slab design may require more frequent, additional, or deeper joints, and should reflect the configuration and proposed use of the slab.

Particular attention in slab joint layout should be paid to areas where slabs consist of interior corners or curves (e.g., at column blockouts or reentrant corners) or where slabs have high length to width ratios, significant slopes, thickness transitions, high traffic loads, or other unique features. Improper placement or construction will increase the potential for slab cracking.

- 6) Interior partitions resting on floor slabs should be provided with slip joints so that if the slabs move, the movement cannot be transmitted to the upper structure. This detail is also important for wallboards and doorframes. Slip joints should allow **2 inches or more** of vertical, differential movement. Accommodation for differential movement also should be made where partitions meet bearing walls.
- 7) Post-construction heave may not displace slab-on-grade floors and utility lines in the soils beneath them to the same extent. Design of floor penetrations, connections, and fixtures should accommodate **up to 2 inches** of differential movement.
- 8) Moisture can be introduced into a slab subgrade during construction and additional moisture will be released from the slab concrete as it cures. A properly compacted layer of free-draining gravel, **4 or more inches** in thickness, should be placed beneath the slabs. This layer will help distribute floor slab loadings, ease construction, reduce capillary moisture rise, and aid in drainage. Selection and specification of subslab gravel should be coordinated with soil gas mitigation systems, where such systems are used.

The free-draining gravel should contain **less than 5 percent** material passing the No. 200 Sieve, **more than 50 percent** retained on the No. 4 Sieve, and a maximum particle size of **2 inches**.

The capillary break and the drainage space provided by the gravel layer also may reduce the potential for excessive water vapor fluxes from the slab after construction as mix water is released from the concrete.

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We understand, however, that professional experience and opinion differ with regard to inclusion of a free-draining gravel layer beneath slab-on-grade floors. If these issues are understood by the owner and appropriate measures are implemented to address potential concerns including slab curling and moisture fluxes, then the gravel layer may be deleted.

- 9) A vapor barrier beneath a structure floor slab can be beneficial with regard to reducing exterior moisture moving into the structure, through the slab, but can retard downward drainage of construction moisture. Uneven moisture release can result in slab curling. Elevated vapor fluxes can be detrimental to the adhesion and performance of many floor coverings and may exceed various flooring manufacturers' usage criteria.

Per ACI 302.2R-15, a vapor barrier is recommended under concrete slabs-on-ground when they will receive (or could receive in the future) moisture-sensitive floor coverings, coatings, adhesives, underlayments, and/or stored goods. Moreover, ACI recommends a vapor barrier for any building which will be humidity or climate controlled, including exposed slabs (such as industrial warehouse). ACI 302 provides further guidance on the location of the vapor barrier beneath the slab.

However, when slabs are placed directly on the vapor barrier, considerations and steps may be needed to help reduce uneven drying/shrinkage concerns and potential slab curl.

Therefore, in light of the several, potentially conflicting effects of the use vapor-barriers, the owner and the architect and/or contractor should weigh the performance of the slab and appropriate flooring products in light of the intended structure use, etc., during the floor system design process and the selection of flooring materials. Use of a plastic vapor-barrier membrane may be appropriate for some structure areas and not for others.

In the event a vapor barrier is utilized, it should consist of a minimum 15 mil thickness, extruded polyolefin plastic (no recycled content or woven materials), maintain a permeance less than 0.01 perms per ASTM E-96 or ASTM F-1249, and

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comply with ASTM E-1745 (Class "A"). Vapor barriers should be installed in accordance with ASTM E-1643.

Polyethylene ("poly") sheeting (even if 15 mils in thickness which polyethylene sheeting commonly is not) does not meet the ASTM E-1745 criteria and should not be used as vapor barrier material. It can be easily torn and/or punctured, does not possess necessary tensile strength, gets brittle, tends to decompose over time, and has a relatively high permeance.

Construction Considerations for Slab-on-Grade Floors

- 10) Loose, soft, or otherwise unsuitable materials exposed on the prepared surface on which the floor slab will be cast should be excavated and replaced with properly compacted fill.
- 11) The fill section beneath a slab should be of uniform thickness.
- 12) Concrete floor slabs should be constructed and cured in accordance with applicable industry standards and slab design specifications.
- 13) All plumbing lines should be carefully tested before operation. Where plumbing lines enter through the floor, a positive bond break should be provided.

RETAINING WALLS

We understand retaining walls are planned to achieve project lines and grades. GROUND is unaware of what wall type(s) may be considered at this site, but based on the planned wall heights and subsurface conditions we anticipate that either cast-in-place cantilevered walls and/or mechanically stabilized earth (MSE) walls could be used at this site. Based on the data obtained, we can provide the following preliminary information regarding site retaining walls.

Cantilevered Walls The foundation systems outlined in the *Foundation Systems* sections of this report are applicable to cantilevered walls. The foundation system used should be based on the movement tolerances for the wall.

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The parameters provided in *Lateral Loads* section of this report may be used for planning and preliminary design of cantilevered retaining walls at the site. The actual values used; however, must be verified by the contractor by additional testing at the time of wall construction. Wall design should incorporate any upward sloping backfills, live loads such as traffic, construction equipment, material stockpiles, etc., and other surcharge pressures.

MSE Walls An MSE wall system will bear at shallow depths but is flexible and, in our experience, will be relatively tolerant of total and differential post-construction movements. MSE walls should bear uniformly on a section of properly compacted fill, native soils, or soils improved by rammed aggregate piers. It is GROUND's opinion that it will be beneficial to design to use structure backfill (CDOT Class 1) within the reinforced backfill zone of MSE walls, though the wall designer could specify a different material. Geotechnical parameters for fill placement and compaction are provided in the *Project Earthwork* section of this report, and can be used for planning purposes. The wall design will determine the appropriate compaction criteria for the material based on the wall design. It must be understood that an MSE wall will move after completion and that movement generally will be noticeably differential.

Bearing capacity for an MSE retaining wall should be developed by the wall designer based on the width of the wall reinforced zone using the parameters presented below for retaining wall design and Meyerhoff or other appropriate bearing capacity methods. Movement potential and services limit states should be evaluated by the wall designer based on the soil conditions and anticipated wall bearing pressure. If soil improvements for bearing capacity and/or service limits are considered necessary, a geotechnical engineer should be retained to provide additional parameters and considerations.

The soil parameters for use in the retaining wall planning and preliminary design are summarized in the following table.

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PRELIMINARY RETAINING WALL SOIL PARAMETERS

Material Tye	Moist Unit Weight (pcf)	Internal Friction Angle (degrees)	Cohesion (psf)
Existing Fill Materials	125	24	0
CDOT Class 1 Structure Backfill	135	34	0

GROUND performed a direct shear strength test in general accordance with ASTM D3080 on a remolded sample collected from test holes along the retaining wall alignment. The results of that test are available in Figure 6. The results of that testing should be reviewed carefully by an experienced engineer to develop values for use in design.

Additional Retaining Wall Considerations Regardless of retaining wall type, effective drainage of the retaining wall will be critical to the retaining wall's performance. Heel drains, weep holes, and other drainage elements should be considered to provide the retaining wall with effective drainage. GROUND can provide a typical heel drain detail upon request. If a granular fill consisting of crushed rock is utilized beneath the base of the walls, the drainage system should extend to the base of the crushed rock section and be continuous with the drainage behind the wall. If a granular fill consisting of CDOT Class 1 Structure Backfill or a section of clean, crushed rock is utilized to support the walls foundation, a separate drain should be constructed at the base of that section, independent of the drainage system behind the wall.

Wall drain systems are typically not intended to handle surface runoff or concentrated water at the top of walls, which should be collected and diverted by properly designed and constructed storm drainage features. The areas surrounding the retaining walls should be carefully graded to provide positive surface drainage away from the walls. Landscape irrigation around retaining walls should be reduced to a minimum throughout the life of the retaining walls. The wall systems and the surrounding areas must be kept relatively dry at all times during and after the construction to prevent water from infiltrating into the wall systems. In no case shall surface runoff be allowed to enter the wall construction areas,

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or water be allowed to pond above the walls. Temporary and permanent slopes and other stripped areas shall be adequately protected against erosion. Erosion along walls and slopes will result in sloughing and could lead to a wall failure.

As discussed, MSE walls are flexible retention systems, and should be anticipated to move both laterally and vertically after construction. If surface improvements, such as flatworks, sidewalks, curbs and gutters, pavements, fences, guardrails, utility pads, storm features, and manholes are installed near the walls, the anticipated wall movement often results in movement of the nearby surface improvements. Surface runoff infiltrating through joints of these surface improvements into wall backfill can aggravate movements of these surface improvements and the walls. Therefore, surface improvements and storm features should be located away from the wall systems. All of the joints of surface improvements must be properly sealed and maintained throughout the life of the wall systems.

Underground wet utility lines, such as waterlines, storm sewers, sanitary sewers, irrigation lines, and water features installed within or near retaining wall backfill are susceptible to leaks due to potential wall movements. Utility line leaks can also induce retaining wall movements and result in wall failures. Therefore, we strongly recommend that wet utility lines be installed away from retaining wall systems. In the event that wet utility lines or water features are installed within or near retaining wall backfill, the bottom of utility trenches or water features shall be properly lined to prevent water from infiltrating into the wall systems.

SWIMMING POOLS

The pool should be supported on soil improved by the installation of rammed aggregate piers, as it would be subject to the same post-construction movement estimates provide in the *Geotechnical Considerations for Design* section of this report, if it were to be support directly by the existing site soils.

We assume that the pool will be in-ground and be constructed using either cast-in-place concrete or gunnite. The pool should be designed and reinforced to function as a rigid structure. This type of construction is susceptible to cracking and leaking. Moisture

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infiltration of the subsurface soils may result in additional movements, from loss of bearing capacity of the underlying soils. Therefore, regular pool maintenance is critical.

The pool should be provided with a perimeter and lateral underdrain system as outlined in the *Subsurface Drainage* section of this report. The high point of the drain piping should be at least 1-foot below the lowest point of the pool shell exterior. The drain system should be properly maintained to ensure that the drain remains functional. Alternatively, “blow-off valves” or other measures could be used to protect the pool from excessive hydrostatic pressures.

Swimming pool shells may be designed using the equivalent unit weights provided in the *Lateral Loads* section of this report.

The ground surface surrounding the pool should be sloped to drain away from the pool in all directions. A high-quality joint sealant should be provided around the swimming pool perimeter edge and within the concrete deck construction joints surrounding the swimming pool. La Plata Suites, LLC, should discuss with the swimming pool manufacturer/installer appropriate products available for joint sealing.

Drain-fill piping, pool decking and other flatwork, and any appurtenant structures and improvements should be designed, maintained and, as necessary, (re)sealed to minimize potential water infiltration into the swimming pool subgrade. La Plata Suites, LLC, should be aware that if settlement begins, particular care should be taken to repair leaks and seal opened joints to reduce further water infiltration.

LATERAL LOADS

The following values may be used for the design of shallow foundations, or other shallow elements resisting lateral loads. The values for equivalent fluid pressures and the coefficient for frictional resistance to sliding are provided below. These values were based on a moist unit weight (γ') of 125 pcf and an angle of internal friction (ϕ) of 24 degrees for the existing site soils reworked as properly compacted fill and γ' of 135 pcf and ϕ of 34 degrees for select granular fill. These values are unfactored. Appropriate factors of safety should be included in design calculations.

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EQUIVALENT FLUID WEIGHTS (DRAINED CONDITION)

<u>Backfill Material</u>	<u>Condition</u>			<u>Friction Coefficient</u>
	<u>Active</u>	<u>At-Rest</u>	<u>Passive</u>	
Select Granular Fill (CDOT Class 1 Structure Backfill)	39 pcf	60 pcf	435 pcf (to a maximum of 4,350 pcf)-	0.45
Existing Undocumented Fill Soils	53 pcf	75 pcf	255 pcf (to a maximum of 2,550 pcf)-	0.30

The upper 1 foot of embedment should be neglected for passive resistance, however. Where passive soil pressure is used to resist lateral loads, it should be understood that significant lateral strains will be required to mobilize the full value indicated above, likely 1 inch or more. A reduced passive pressure can be used for reduced anticipated strains, however.

RADON

Radon is a naturally occurring, colorless, odorless, radioactive gas that comes from the decay of naturally-occurring radioactive elements (such as uranium and thorium) in soils and bedrock. It can cause lung cancer, according to the U.S. Environmental Protection Agency (EPA). The occurrence of radon is difficult to predict, and structures with all types of foundation and floor systems can be affected by radon build up. Where radon is allowed to concentrate in an enclosed structure, it represents a potential hazard. It is not a hazard that can be mitigated by geotechnical measures, however.

Testing for the possible presence of radon gas prior to project development does not yield useful results regarding the potential accumulation of radon in completed structures. Radon accumulations typically are found in basements, crawl spaces or other enclosed portions of buildings. The potential for radon accumulation in concentrations exceeding applicable health standards on the subject site should be anticipated. Additional information regarding radon and radon mitigation building design can be obtained from the EPA (e.g., www.epa.gov/radon) as well as from many local building and/or health departments.

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GROUND understands that radon mitigation systems are required by some municipalities. It is our opinion that radon testing should be performed in each building after construction is completed. Additionally, our experience suggests that incorporating sufficient ventilation and other measures into a structure's design and operation to address radon accumulation during construction can be significantly less costly than installing them after construction has been completed. The architect or other qualified professional should consider radon mitigation measures for the proposed structure(s) and incorporate appropriate systems into the project's design as necessary.

WATER-SOLUBLE SULFATES

The concentration of water-soluble sulfates measured in selected samples of site soils was approximately 0.01 to 0.08 percent by weight. (See Table 2.) Such a concentration of soluble sulfates represents a **negligible** environment for sulfate attack on concrete exposed to these materials. Degrees of attack are based on the scale of "negligible," "moderate," "severe," and "very severe" as described in the "Design and Control of Concrete Mixtures," published by the Portland Cement Association (PCA). The Colorado Department of Transportation (CDOT) utilizes a corresponding scale with four classes of severity of sulfate exposure (Class 0 to Class 3) as described in the table below.

Based on this test results and on PCA and CDOT guidelines, concrete exposed to site soils should use cement conforming to one of the following Class 0 requirements:

Class 0 (Negligible)

- 1) ASTM C150 Type I, II, III, or V.
- 2) ASTM C595 Type IL, IP, IP(MS), IP(HS), or IT.

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REQUIREMENTS TO PROTECT AGAINST DAMAGE TO
CONCRETE BY SULFATE ATTACK FROM EXTERNAL SOURCES OF SULFATE

Severity of Sulfate Exposure	Water-Soluble Sulfate (SO₄²⁻) In Dry Soil (%)	Sulfate (SO₄) In Water (ppm)	Water Cementitious Ratio (maximum)	Cementitious Material Requirements
Class 0	0.00 to 0.10	0 to 150	0.45	Class 0
Class 1	0.11 to 0.20	151 to 1500	0.45	Class 1
Class 2	0.21 to 2.00	1501 to 10,000	0.45	Class 2
Class 3	2.01 or greater	10,001 or greater	0.40	Class 3

However, due to the presence of Eagle Valley Evaporite formation near the project area, La Plata Suites, LLC, may want to consider a higher class of sulfite exposure when selecting project concrete.

SOIL CORROSIVITY

Data was obtained to support an initial assessment of the potential for corrosion of ferrous metals in contact with earth materials at the site, based on the conditions at the time of GROUND's evaluation. The test results are summarized in Table 2.

Reduction-Oxidation testing indicated red-ox potentials of approximately -75 and -110 millivolts. Such low potentials typically create a more corrosive environment.

Sulfide Reactivity testing indicated "positive" results in the local soils. The presence of sulfides in the soils suggests a more corrosive environment.

Soil Resistivity In order to assess the "worst case" for mitigation planning, samples of materials retrieved from the test holes were tested for resistivity in the laboratory, after being saturated with water, rather than in the field. Resistivity also varies inversely with temperature. Therefore, the laboratory measurements were made at a controlled temperature. Measurement of electrical resistivity indicated values of approximately 2,306 and 4,211 ohm-centimeters in samples of site soils.

pH Where pH is less than 4.0, soil serves as an electrolyte; the pH range of about 6.5 to 7.5 indicates soil conditions that are optimum for sulfate reduction. In the pH range above

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8.5, soils are generally high in dissolved salts, yielding a low soil resistivity.⁸ Our testing indicated pH values of about 8.1 and 8.6.

Corrosivity Assessment The American Water Works Association (AWWA) has developed a point system scale used to predict corrosivity. The scale is intended for protection of ductile iron pipe but is valuable for project steel selection. When the scale equals 10 points or higher, protective measures for ductile iron pipe are indicated. The AWWA scale is presented below.

Table A.1 Soil-Test Evaluation

<u>Soil Characteristic / Value</u>	<u>Points</u>
Redox Potential	
< 0 (negative values)	5
0 to +50 mV	4
+50 to +100 mV	3½
> +100 mV	0
Sulfide Reactivity	
Positive	3½
Trace	2
Negative	0
Soil Resistivity	
<1,500 ohm-cm	10
1,500 to 1,800 ohm-cm	8
1,800 to 2,100 ohm-cm	5
2,100 to 2,500 ohm-cm	2
2,500 to 3,000 ohm-cm	1
>3,000 ohm-cm	0
pH	
0 to 2.0	5
2.0 to 4.0	3
4.0 to 6.5	0
6.5 to 7.5	0 *
7.5 to 8.5	0
>8.5	3
Moisture	
Poor drainage, continuously wet	2
Fair drainage, generally moist	1
Good drainage, generally dry	0

* If sulfides are present and low or negative redox-potential results (< 50 mV) are obtained, add three (3) points for this range.

⁸ American Water Works Association ANSI/AWWA C105/A21.5-05 Standard.

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The soil characteristics refer to the conditions at and above pipe installation depth. We anticipate that drainage at the site after construction will be effective. Nevertheless, based on the values obtained for the soil parameters, the site native soils appear to comprise a severely corrosive environment for ferrous metals (13½ points).

If additional information or evaluation is needed regarding soil corrosivity, then the American Water Works Association or a corrosion engineer should be contacted. It should be noted, however, that changes to the site conditions during construction, such as the import of other soils, or the intended or unintended introduction of off-site water, might alter corrosion potentials significantly.

PROJECT EARTHWORK

The earthwork criteria below are based on our interpretation of the geotechnical conditions encountered in the test holes. Where these criteria differ from applicable municipal specifications, e.g., for trench backfill compaction along a public utility line, the latter should be considered to take precedence.

General Considerations Project grading should be performed as early as possible in the construction sequence to allow settlement of fills and surcharged ground to be realized to the greatest extent prior to subsequent construction.

Prior to earthwork construction, existing construction debris, vegetation, and other deleterious materials should be removed and disposed of off-site. Relic underground utilities should be abandoned in accordance with applicable regulations, removed as necessary, and properly capped.

Topsoil present on-site should not be incorporated into ordinary fills. Instead, topsoil should be stockpiled during initial grading operations for placement in areas to be landscaped or for other approved uses.

Effective control of surface water on the site by the contractor is particularly important on this site because of the local soil conditions. Erosion, sedimentation in the Colorado River, piping, and increased settlements of improvements all can result if water is not controlled carefully. Achieving necessary compaction of project fill soils also can be made more difficult.

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Use of Existing Fill Soils Fill materials were recognized in the test holes during subsurface exploration, and are likely present elsewhere on the site, given adjacent development. Because not all of the fill soils were sampled and tested, it is possible that some of the fill soils may not be suitable for reuse as compacted fill, due to the presence of deleterious materials such as trash, organic material, coarse cobbles and boulders, or construction debris. Therefore, excavated fill materials should be tested, as appropriate, and approved for specific uses prior to reuse.

Use of Native Soils Based on the samples retrieved from the test holes, we anticipate that the existing site soils that are free of organic materials, coarse cobbles, boulders, or other deleterious materials will be suitable, in general, for reuse as compacted fill. However, some screening of coarse materials, as discussed below, may be necessary.

Coarse cobbles and boulders up to 3 feet or more in dimension, should be anticipated in the site soils, both fill and native, even where not called out explicitly in material descriptions. The contractor should be prepared to excavate, handle, process and/or export such materials. Additional equipment wear also should be anticipated.

Fragments of rock and cobbles, (as well as inert construction debris, e.g., concrete or asphalt) up to **3 inches** in maximum dimension may be included in project fills, in general. Such materials should be evaluated on a case-by-case basis, where identified during earthwork.

Silty Soils A large proportion of the site soils are silty. Such soils commonly require greater than typical efforts to place as compacted fill because they are sensitive and can become unstable and difficult to compact at moisture contents near or above the optimum. Stable and compacted soils can become unstable if allowed to become wetted. The contractor should be prepared to work in these materials, or to export and replace them.

Imported Fill Materials Materials imported to the site as (common) fill should be free of organic material, and other deleterious materials. Imported material should exhibit **40 percent or less** passing the No. 200 Sieve and a plasticity index of **10 or less**. Materials proposed for import should be approved prior to transport to the site.

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Material to be imported to the site as select, granular fill should meet the criteria for CDOT Class 1 Structure Backfill (tabulated below).

CDOT CLASS 1 STRUCTURE BACKFILL

Sieve Size or Parameter	Acceptable Range
2-inch	100% passing
No. 4	30% to 100% passing
No. 50	10% to 60% passing
No. 200	5% to 20% passing
Liquid Limit	≤ 35
Plasticity Index	≤ 6

Soils proposed for import as select, granular fill should be tested and approved prior to transport to the site.

Fill Platform Preparation Prior to filling, the top **12 inches** of in-place materials on which fill soils will be placed (except for utility trench bottoms where bedding will be placed) should be scarified, moisture conditioned and properly compacted in accordance with the criteria below to provide a uniform base for fill placement.

If surfaces to receive fill expose loose, wet, soft, or otherwise deleterious material, additional material should be excavated, or other measures taken to establish a firm platform for filling. A surface to receive fill must be effectively stable prior to placement of fill, including trench bottoms prior to placement of bedding.

General Considerations for Fill Placement Fill soils should be thoroughly mixed to achieve a uniform moisture content, placed in uniform lifts not exceeding **8 inches** in loose thickness, and properly compacted.

No fill materials should be placed, worked, rolled while they are frozen, thawing, or during poor/inclement weather conditions.

Where soils on which foundation elements will be placed are exposed to freezing temperatures or repeated freeze–thaw cycling during construction, commonly due to water ponding in foundation excavations, bearing capacity typically is reduced and/or settlements increased due to the loss of density in the supporting soils. After periods of

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freezing conditions, the contractor should rework areas affected by the formation of ice to reestablish adequate bearing support.

Care should be taken with regard to achieving and maintaining proper moisture contents during placement and compaction. Materials that are not properly moisture conditioned may exhibit significant pumping, rutting, and deflection at moisture contents near optimum and above. The contractor should be prepared to handle soils of this type, including the use of chemical stabilization, if necessary.

Compaction areas should be kept separate, and no lift should be covered by another until relative compaction and moisture content within the specified ranges are obtained.

Greater than typical erosion controls measure may be necessary to maintain project grading and earthwork operations.

Compaction Criteria Soils placed as fill should be compacted to **97 or more percent** of the maximum dry density at moisture contents **from 3 percent below to 1 percent above** the optimum moisture content as determined by ASTM D1557, the “modified Proctor.”

It should be noted that given the commonly elevated silt content of the site soils, achieving appropriate relative compaction when placing the soils at moisture contents near and above the optimum may be difficult. Achieving the required compaction is more important than the indicated range of moisture content.

Also, the moisture contents of the native soils generally were quite low. The contractor should be prepared to obtain and apply sufficient water to complete project earthwork.

No fill materials should be placed, worked, rolled while they are frozen, thawing, or during poor/inclement weather conditions.

Care should be taken with regard to achieving and maintaining proper moisture contents during placement and compaction. Materials that are not properly moisture conditioned may exhibit significant pumping, rutting, and deflection at moisture contents near optimum and above. The contractor should be prepared to handle soils of this type, including the use of chemical stabilization, if necessary.

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Compaction areas should be kept separate, and no lift should be covered by another until relative compaction and moisture content within the suggested ranges are obtained.

Use of Squeegee Relatively uniformly graded fine gravel or coarse sand, i.e., “squeegee,” or similar materials commonly are proposed for backfilling foundation excavations, utility trenches (excluding approved pipe bedding), and other areas where employing compaction equipment is difficult. In general, this procedure should not be followed for the following reasons.

Although commonly considered “self-compacting,” uniformly graded granular materials require densification after placement, typically by vibration. The equipment to densify these materials is not available on many job-sites.

Even when properly densified, uniformly graded granular materials are permeable and allow water to reach and collect in the lower portions of the excavations backfilled with those materials. This leads to wetting of the underlying soils and resultant potential loss of bearing support as well as increased local heave or settlement.

Wherever possible, excavations should be backfilled with approved, on-site soils placed as properly compacted fill. Where achieving adequate compaction is difficult, then Controlled Low Strength Material” (CLSM), i.e., a lean, sand-cement slurry (“flowable fill”) or a similar material should be used for backfilling.

Where “squeegee” or similar materials are proposed for use by the Contractor, the design team should be notified by means of a request for information (RFI), so that the proposed use can be considered on a case-by-case basis. Where squeegee meets the project requirements for pipe bedding material, however, it is acceptable for that use.

Settlements Settlements will occur in newly filled ground, typically on the order of 1 to 2 percent of the fill depth. This is separate from settlement of existing soils left in place (if encountered). For a 12-foot fill, for example, that corresponds to a total settlement of about 2 inches. If fill placement is performed properly and is tightly controlled, in GROUND’s experience the majority (on the order of 60 to 80 percent) of that settlement typically will take place during earthwork construction, provided the contractor achieves the compaction levels indicated herein. The remaining potential settlements likely will take

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several months or longer to be realized, and may be exacerbated if these fills are subjected to changes in moisture content.

Cut and Filled Slopes Permanent, unretained, graded slopes supported by local soils up to **5 feet** in height should be constructed no steeper than **2 : 1** (horizontal : vertical). Minor raveling or surficial sloughing should be anticipated on slopes cut at this angle until vegetation is well reestablished. Surface drainage should be designed to direct water away from slope faces into designed drainage pathways or structures.

Steeper slope angles and heights may be possible but will require detailed slope stability analysis based on final proposed grading plans. A geotechnical engineer should be retained to evaluate this on a case-by-case basis.

Revegetation of cut and filled slopes is important to erosion control. However, excessive irrigation and irrigation system leaks can be counterproductive, particularly at this site. Design and maintenance measures should be taken to limit applied water to that necessary for healthy plant growth.

EXCAVATION CONSIDERATIONS

Excavation Difficulty Test holes for the subsurface exploration were advanced to the depths indicated on the test hole logs by means of conventional, truck-mounted, geotechnical drilling equipment. Refusal conditions were encountered in the Test Hole H2 at a depth of about 46 feet below existing grade, likely caused by large cobbles and boulders. Cobbles and boulders likely will be encountered in project excavations, up to 3 feet or more in diameter. Similarly, concrete and asphalt were observed on the site surface and may be present within the undocumented fill. Such materials may require specialized equipment to handle and process and the contractor and project team should be prepared for such conditions.

Temporary Excavations and Personnel Safety Excavations in which personnel will be working must comply with all applicable OSHA Standards and Regulations, particularly CFR 29 Part 1926, OSHA Standards-Excavations, adopted March 5, 1990. The contractor's "responsible person" should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. GROUND has provided the information in this

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report solely as a service to La Plata Suites, LLC, and is not assuming responsibility for construction site safety or the contractor's activities.

Some surface sloughing may occur on the excavation slope faces. Should site constraints prohibit the use of sloped excavation walls, temporary shoring should be used. GROUND is available to provide shoring design upon request.

Stockpiling of materials should not be permitted closer to the tops of temporary slopes than **5 feet** or **a distance equal to the depth of the excavation**, whichever is greater.

The contractor should take care when making excavations not to compromise the bearing or lateral support for any adjacent, existing improvements.

Groundwater Groundwater, at the time of drilling, was not encountered in the test holes at depths explored. Therefore, project excavations appear unlikely to encounter groundwater, except for limited volumes of perched water.

It has been our experience that surface and groundwater levels fluctuate greatly in mountainous areas, primarily due to seasonal conditions such as spring runoff. These conditions are often highly variable and difficult to predict. Although these conditions generally exist for 1 to 3 months annually, their impact on design can be significant. In Garfield County, Colorado, it is common during construction to encounter dry conditions in the fall and wet conditions in the spring with relative groundwater fluctuations of 10 feet or more. This is particularly critical for foundation and deep utility excavations, cut slopes, culvert sizing, and for development adjacent to intermittently dry streams or rivers. Furthermore, if development has not established positive surface drainage, particularly prior to temporary winter shutdown procedures, other components of partial and complete development are compromised. The contractor and the project team should consider these complex conditions prior to commencing as well as during construction.

Should seepage or flowing groundwater be encountered in project excavations, the slopes should be flattened as necessary to maintain stability or a geotechnical engineer should be retained to evaluate the conditions. The risk of slope instability will be significantly increased in areas of seepage along excavation slopes.

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Surface Water The contractor should take proactive measures to control surface waters during construction and maintain good surface drainage conditions to direct waters away from excavations and into appropriate drainage structures. This is of critical importance at this site which is particularly vulnerable to “piping” and erosion. A properly designed drainage swale should be provided at the tops of the excavation slopes. In no case should water be allowed to pond near project excavations.

Temporary slopes should also be protected against erosion. Erosion along the slopes will result in sloughing and could lead to a slope failure.

UTILITY LATERAL INSTALLATION

The measures and criteria below are based on GROUND’s evaluation of the local, geotechnical conditions. Where the parameters herein differ from applicable municipal requirements, the latter should be considered to govern.

Pipe Support The bearing capacity of the site soils appeared adequate, in general, for support of typical utility lines. The pipes and contents are less dense than the soils which will be displaced for installation. Therefore, in general GROUND anticipates no significant pipe settlements in these materials where properly bedded from loading alone.

Trench bottoms may expose existing fill soils, or soft, loose, or otherwise deleterious materials. Firm materials may be disturbed by the excavation process. All such unsuitable materials should be excavated and replaced with properly compacted fill.

Areas allowed to pond water will require excavation and replacement with properly compacted fill. The contractor should take particular care to ensure adequate support near pipe joints which are less tolerant of extensional strains.

Where thrust blocks are needed, the parameters provided in the *Lateral Loads* section of this report may be used for design.

Trench Backfilling Some settlement of compacted soil trench backfill materials should be anticipated, even where all the backfill is placed and compacted correctly. Typical settlements are on the order of 1 to 2 percent of fill thickness. However, the need to compact to the lowest portion of the backfill must be balanced against the need to protect

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the pipe from damage from the compaction process. Some thickness of backfill may need to be placed at compaction levels lower than specified (or smaller compaction equipment used together with thinner lifts) to avoid damaging the pipe. Protecting the pipe in this manner can result in somewhat greater surface settlements. Therefore, although other alternatives may be available, the following options are presented for consideration:

Controlled Low Strength Material Because of these limitations, the entire depth of the trench (both bedding and common backfill zones) should be backfilled with “controlled low strength material” (CLSM), i.e., a lean, sand-cement slurry, “flowable fill,” or similar material along all trench alignment reaches with low tolerances for surface settlements.

CLSM used as pipe bedding and trench backfill should exhibit a 28-day unconfined compressive strength between **50 to 150 psi** so that reexcavation is not unusually difficult.

Placement of the CLSM in several lifts or other measures likely will be necessary to avoid “floating” the pipe. Measures also should be taken to maintain pipe alignment during CLSM placement.

Compacted Soil Backfilling In areas that area tolerant of surface settlements, conventional soil backfilling may be used. Where compacted soil backfilling is employed, using the site soils or similar materials as backfill, the risk of backfill settlements entailed in the selection of this higher risk alternative must be anticipated and accepted by La Plata Suites, LLC.

We anticipate that the site soils excavated from trenches will be suitable, in general, for use as common trench backfill within the above-described limitations. Backfill soils should be free of vegetation, organic debris, and other deleterious materials. Fragments of rock, cobbles, and inert construction debris (e.g., concrete or asphalt) coarser than 3 inches in maximum dimension should not be incorporated into trench backfills.

Soils placed for compaction as trench backfill should be conditioned to a relatively uniform moisture content, placed, and compacted in accordance with the parameters in the *Project Earthwork* section of this report.

Pipe Bedding Pipe bedding materials, placement and compaction should meet the specifications of the pipe manufacturer and applicable municipal standards. Bedding should be brought up uniformly on both sides of the pipe to reduce differential loadings.

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As discussed above, the use of CLSM or similar material in lieu of granular bedding and compacted soil backfill should be considered where the tolerance for surface settlement is low. (Placement of CLSM as bedding to at least 12 inches above the pipe can protect the pipe and assist construction of a well-compacted conventional backfill, although possibly at an increased cost relative to the use of conventional bedding.)

If a granular bedding material is specified, with regard to potential migration of fines into the pipe bedding, design and installation should follow ASTM D2321, Appendix X1.8. If the granular bedding does not meet filter criteria for the enclosing soils, and we do not anticipate that it will, then non-woven filter fabric (e.g., Mirafi® 140N, or the equivalent) should be placed around the bedding to reduce migration of fines into the bedding which can result in severe, local surface settlements. Where this protection is not provided, settlements can develop/continue several months or years after completion of the project. In addition, clay or concrete cut-off walls should be installed to interrupt the granular bedding section to reduce the rates and volumes of water transmitted along the sewer alignment which can contribute to migration of fines.

If granular bedding is specified, the contractor should not anticipate that significant volumes of shallow site soils will be suitable for that use without significant processing. Materials proposed for use as pipe bedding should be tested for suitability prior to use.

SURFACE DRAINAGE

The site soils are relatively stable with regard to moisture content–volume relationships at their existing moisture contents. Other than the anticipated, post-placement settlement of fills, post-construction soil movements will result primarily from the introduction of water into the soils underlying the proposed structure, hardscaping, and flatwork. Based on the site surface and subsurface conditions encountered in this study, we do not anticipate a rise in the local water table sufficient to approach foundation or floor elevations. Therefore, local saturation of project foundation soils likely will result from infiltrating surface waters (precipitation, irrigation, etc.), and water flowing along constructed pathways such as bedding in utility pipe trenches.

The following drainage measures should be followed both for during construction and as part of project design. The facility should be observed periodically to evaluate the surface

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drainage and identify areas where drainage is ineffective. Routine maintenance of site drainage should be undertaken throughout the design life of the proposed facility. Maintenance should be anticipated to include removal and replacement of sidewalk stones, curb and gutter, sections of pavement, etc., to restore effective drainage. Planter area drainage should be maintained, as well. If these measures are not implemented and maintained effectively, the movement estimates provided in this report could be exceeded.

- 1) Wetting or drying of the underslab areas should be avoided during and after construction. Permitting increases/variations in moisture to the adjacent or supporting soils may result in increased total and/or differential movements.
- 2) Measures for positive surface drainage away from the building should be provided and maintained to reduce water infiltration into foundation soils. Underdrains should not be relied upon in surface drainage design to collect and discharge surface waters.

A minimum slope of **12 inches in the first 10 feet** in the areas not covered with pavement or concrete slabs should be established. For areas covered with asphalt pavement or concrete slabs, slopes **should comply with ADA requirements where required**. Increasing slopes to **a minimum of 3 percent in the first 10 feet** in the areas covered with pavement or concrete slabs will reduce, but not eliminate, the potential for moisture infiltration and subsequent volume change of the underling soils.

In no case should water be allowed to pond near or adjacent to foundation elements, hardscaping, etc.

- 3) Drainage also should be established and maintained to direct water away from sidewalks and other hardscaping as well as utility trench alignments which are not tolerant of increased post-construction movements.

The ground surface near foundation elements should be able to convey water away readily. Cobbles or other materials that tend to act as baffles and restrict surface flow should not be used to cover the ground surface near the foundations.

Where the ground surface does not convey water away readily, additional post-

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construction movements and distress should be anticipated.

- 4) In GROUND's experience, it is common during construction that in areas of partially completed paving or hardscaping, bare soil behind curbs and gutters, and utility trenches, water is allowed to pond after rain or snow-melt events. Wetting of the subgrade can result in loss of subgrade support and increased settlements. By the time final grading has been completed, significant volumes of water can already have entered the subgrade, leading to subsequent distress and failures. The contractor should maintain effective site drainage throughout construction so that water is directed into appropriate drainage structures.
- 5) In no case should water be permitted to pond adjacent to or on sidewalks, hardscaping, or other improvements as well as utility trench alignments, which are likely to be adversely affected by moisture-volume changes in the underlying soils or flow of infiltrating water.
- 6) Roof downspouts and drains, if used, should be provided with positive conveyance off-site for collected waters. Downspouts should not be routed to discharge into an underdrain system.

If roof downspouts and drains are not used, then surface drainage design should anticipate concentrated volumes of water adjacent to the buildings.

Downspouts and other drainage systems should be maintained regularly.

- 7) Irrigation water—both applied to landscaped areas and over-spray—commonly is a significant cause of distress to improvements. Where (near-) saturated soil conditions are sustained, distress to nearby improvements should be anticipated.

To reduce to potential for such distress, vegetation requiring watering should be located **10 or more feet** from the building perimeter, flatwork, or other improvements. Irrigation sprinkler heads should be deployed so that applied water is not introduced near or into foundation/subgrade soils. Landscape irrigation should be limited to the minimum quantities necessary to sustain healthy plant growth.

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Use of drip irrigation systems can be beneficial for reducing over-spray beyond planters. Drip irrigation also can be beneficial for reducing the amounts of water introduced to building foundation soils, but only if the total volumes of applied water are controlled with regard to limiting that introduction. Controlling rates of moisture increase beneath the foundations, floors and other improvements should take higher priority than minimizing landscape plant losses.

Where plantings are desired within 10 feet of the building, plants should be placed in water-tight planters, constructed either in-ground or above-grade, to reduce moisture infiltration in the surrounding subgrade soils. Planters should be provided with positive drainage and landscape underdrains.

As an alternative involving only a limited increase in risk, the use of water-tight planters may be replaced by local, shallow underdrains beneath the planter beds.

- 8) Plastic membranes should not be used to cover the ground surface near the building without careful consideration of other components of project drainage. Plastic membranes can be beneficial to directing surface waters away from the building and toward drainage structures. However, they effectively preclude evaporation and transpiration of shallow soil moisture. Therefore, soil moisture tends to increase beneath a continuous membrane. Where plastic membranes are used, additional shallow, subsurface drains should be installed.
- 9) Selection of areas for snow storage (and melting) should be incorporated into project surface drainage design. In our experience, exaggerated ice jacking of flatwork has resulted in the project vicinity from snow storage. Where snow storage is planned for un-paved areas, those areas should be provided with local underdrains.

Piping In the project area, fine grained soils, such as those encountered in the test holes, can be susceptible to piping (migration of fines). Therefore, at this site, it is of critical importance that effective drainage is established and maintained throughout the construction and lifespan of the improvements.

SUBSURFACE DRAINAGE

As a component of project civil design, properly functioning, subsurface drain systems (“underdrains”) can be beneficial for collecting and discharging saturated subsurface waters. Although the subsurface drainage system anticipated for this project may consist of perimeter underdrains along each addition perimeter and underdrains constructed beneath floor system, they are addressed as underdrains herein.

Underdrains will not collect water infiltrating under unsaturated (vadose) conditions, or moving via capillarity, however. In addition, if not properly constructed and maintained, underdrains can transfer water into foundation soils, rather than remove it. This will tend to induce heave or settlement of the subsurface soils, and may result in distress. Underdrains can, however, provide an added level of protection against relatively severe post-construction movements by draining saturated conditions near individual structures should they arise, and limiting the volume of wetted soil.

Although inclusion of an underdrain system is common on commercial sites like the subject facility, particularly where shallow foundations are used, professional opinion varies regarding the potential benefits relative to the cost. It is GROUND’s opinion that it will be beneficial to include a perimeter underdrain system to help limit wetting of the foundation bearing soils.

If a partially or completely below-grade level is added, then an underdrain system should be included as part of project drainage. If a below-grade level will underlie only a portion of a structure footprint, then the underdrain system could be local to that area. Damp-proofing should be applied to the exteriors of below-grade elements. The provision of Tencate MiraFi® G-Series backing (or comparable wall drain provisions) on the exteriors of (some) below-grade elements may be appropriate, depending on the intended use.

GROUND is available to discuss the above options and as well as other underdrain alternatives upon request.

Geotechnical Parameters for Underdrain Design Where underdrains are included as a part of facility drainage design, underdrain design should incorporate the parameters below. The actual underdrain layout, outlets, and locations should be developed by a civil

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engineer. A typical, cross-section detail of an underdrain that may be implemented for this project are provided in Figure 7.

An underdrain system should be tested by the contractor after installation and after placement and compaction of the overlying backfill to verify that the system functions properly.

- 1) Underdrain systems for the building should consist of perforated, rigid, PVC collection pipe at least **4 inches** in diameter, non-perforated, rigid, PVC discharge pipe at least **4 inches** in diameter, free-draining gravel, and filter fabric.
- 2) The free-draining gravel should be naturally occurring (not recycled) material with **5 percent or less** passing the No. 200 Sieve and **50 percent or more** retained on the No. 4 Sieve, and have a maximum particle size of **2 inches**.
- 3) Each collection pipe should be surrounded on the sides and top (only) with **6 or more inches** of free-draining gravel.

The gravel surrounding the collection pipe(s) should be wrapped with filter fabric (Mirafi 140N® or the equivalent) to reduce the migration of fines into the drain system.

- 4) The underdrain system should be designed to discharge at least **20 gallons per minute** of collected water.
- 5) The high point(s) for the collection pipe flow lines should be below the shallow foundation bearing elevation as shown on the detail. Multiple high points can be beneficial to reducing the depths to which the system would be installed.

The collection and discharge pipe for the underdrain system should be laid on a slope as determined by the underdrain designer.

Underdrain “clean-outs” should be provided at intervals of no more than **150 feet** to facilitate maintenance of the underdrains. Clean-outs also should be provided as near as practical to collection and discharge pipe elbows of **60 degrees or more**.

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- 6) If a below-grade level is included, the underdrain system should include both a perimeter drain and lateral drains. Lateral drains should be spaced such that no point of the basement floor is more than **50 feet** horizontally from a perimeter or lateral drain collection pipe.
- 7) The underdrain discharge pipes should be connected to one or more sumps from which water can be removed by pumping, or to outlet(s) for gravity discharge. We suggest that collected waters be discharged directly into the storm sewer system, if possible.
- 8) Regular maintenance of the underdrain systems should be performed to ensure that the system continues work properly.

PAVEMENT SECTIONS

A pavement section is a layered system designed to distribute concentrated traffic loads to the subgrade. Performance of the pavement structure is directly related to the physical properties of the subgrade soils and traffic loadings.

Standard practice in pavement design describes a typical flexible pavement section as a “20-year” design pavement. However, a pavement should not be anticipated to remain in satisfactory condition without routine maintenance and rehabilitation procedures performed throughout the life of the pavement.

Pavement sections for the private pavements at the subject facility were developed in general accordance with the guidelines and procedures of the American Association of State Highway and Transportation Officials (AASHTO) and local pavement construction practice.

Subgrade Materials Our data indicate that the shallow soils at the site classify primarily as A-4 soils with a group index value of 0 in accordance with the AASHTO classification system. Such soils generally provide poor to moderate subgrade support.

A resilient modulus value of 4,500 psi was estimated to be representative of the soils at the project site and was used in the development of the pavement sections. It is important to note that significant decreases in soil support have been observed as the moisture

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content increases above the optimum. Pavements that are not properly drained may experience a loss of the soil support and subsequent reduction in pavement life.

Anticipated Traffic Project-specific traffic loads had not been provided to GROUND at the time of preparation of this report. Therefore, assumed traffic loadings (ESAL values) were used to develop the pavement section alternatives based on our experience with similar facilities.

Estimated Traffic – 20 Year Design Life

<i>Location</i>	<i>ESAL</i>	<i>EDLA</i>
Light Parking Stalls	22,000	3
Drive Lanes	73,000	10
Heavy Truck Traffic and Fire Truck Routes	365,000	50

If design traffic loadings differ significantly from these assumed values, GROUND should be notified to reevaluate the pavement sections below.

Pavement Sections The soil resilient modulus and the ESAL values were used to determine the required structural number for the project pavements which then was then used to develop the pavement sections based on the DARWin™ computer program that solves the 1993 AASHTO pavement equations. A reliability level of 85 percent and a terminal serviceability of 2.0 were utilized for design of the pavement sections. A structural coefficient of 0.44 was used for hot bituminous asphalt and 0.12 was used for aggregate base course. The minimum, 20-year, pavement sections are tabulated below.

Minimum Pavement Sections

<i>Location</i>	<i>Full Depth Asphalt</i> <i>(inches Asphalt)</i>	<i>Composite Section</i> <i>(inches Asphalt /</i> <i>inches Aggregate</i> <i>Base)</i>	<i>Rigid Section</i> <i>(inches Concrete)</i>
Light Parking Stalls	5	3½ / 6	6
Drive Lanes	6	4 / 8	6
Heavy Truck Traffic and Fire Truck Routes	-	-	7½

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For best performance, truck loading and unloading areas, fire lanes, trash collection areas, as well as other pavement areas subjected to high turning stresses or heavy truck traffic should be provided with rigid pavements consisting of **7½ or more inches** of portland cement concrete. For superior performance, concrete pavements should be underlain by **6 inches** of properly compacted CDOT Class 6 Aggregate Base Course. A mathematically equivalent flexible pavement section for these areas would be 5½ inches of asphalt over 11 inches of aggregate base course. However, in our experience, asphalt pavements will not perform as well as rigid pavement in areas of high turning stresses or prolonged static loading, and additional maintenance costs (repairing damage by pushing and tearing, etc.) should be anticipated if either of these sections were selected.

Pavement Materials Asphalt pavement should consist of a bituminous plant mix composed of a mixture of aggregate and bituminous material. Asphalt mixture(s) should meet the requirements of a job-mix formula established by a qualified engineer as well as applicable municipal design requirements, which may differ from those presented below. We anticipate that the following binders and gradations will be appropriate for the project, although others could be used.

Aggregate gradation **S** (nominal ¾-inch) and binder type **PG58-28** should be used for the lower lift(s), and gradation **SX** (nominal ½-inch) and binder type **PG64-22** for the top lift.

For the lower (S) lift(s), lift thicknesses generally should be between **2¼ and 3½ inches**. The top (SX) lift generally should be between **2 and 3 inches** in thickness.

Aggregate base material should meet the criteria of CDOT Class 6 Aggregate Base Course. Base course should be placed in and compacted in accordance with the standards in the *Project Earthwork* section of this report.

Pavement concrete should consist of a plant mix composed of a mixture of aggregate, portland cement and appropriate admixtures meeting the requirements of a job-mix formula established by a qualified engineer as well as applicable municipal design requirements design requirements. Concrete should have a minimum modulus of rupture of third point loading of **650 psi**. Normally, concrete with a 28-day compressive strength of **4,500 psi** should develop this modulus of rupture value. The concrete should be air-

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entrained with approximately 6 percent air and should have a minimum cement content of **6 sacks per cubic yard**. Maximum allowable slump should be **4 inches**.

These concrete mix design criteria should be coordinated with other project requirements including any criteria for sulfate resistance presented in the *Water-Soluble Sulfates* section of this report. To reduce surficial spalling resulting from freeze-thaw cycling, we suggest that pavement concrete meet the requirements of CDOT Class P concrete. In addition, the use of de-icing salts on concrete pavements during the first winter after construction will increase the likelihood of the development of scaling. Placement of flatwork concrete during cold weather so that it is exposed to freeze-thaw cycling before it is fully cured also increases its vulnerability to scaling. Concrete placing during cold weather conditions should be blanketed or tented to allow full curing. Depending on the weather conditions, this may result in 3 to 4 weeks of curing, and possibly more.

Concrete pavements should contain sawed or formed joints. CDOT and various industry groups provide guidelines for proper design and concrete construction and associated jointing. In areas of repeated turning stresses, such as truck loading and unloading areas, the concrete pavement joints should be fully tied and doweled. Example layouts for joints, as well as ties and dowels, which may be applicable, can be found in CDOT's M standards, found at the CDOT website: PCA, ACI, and ACPA publications also provide useful guidance in these regards. Joint spacings less than the 15-foot maximum indicated in in CDOT's M standards, e.g., 10 feet or 12 feet, may be beneficial to reduce concrete cracking.

Subgrade Preparation Although subgrade preparation to a depth of 12 inches is common in the general project area, the local soils are sufficiently collapsable that we do not consider 12 inches to be a sufficient depth of subgrade preparation. Remedial earthwork to any depth will not prevent pavement distress on these soils, but will tend to reduce it and improve perceived rideability. At this site, it likely that greater than typical maintenance measures, including the removal and replacement of pavements will be required.

Remedial Earthwork Based on CDOT guidelines and risk of heave at the site, the pavements should be constructed on a section of properly moisture-conditioned and compacted to a depth of **at least 12 inches or a depth that removes and replaces all**

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of the undocumented fill soils, whichever greater. Additionally, where piping and/or other erosional voids are present, the remedial earthwork should be extended to remove and fill those voids. This section assumes that a) traffic speeds in the parking areas and driveways will be relatively slow, and b) the facility owner will be tolerant of significant total and differential pavement post-construction movements (on the order of several inches) and the associated maintenance costs that are necessary to re-establish effective drainage, replace distressed pavement, etc.

We understand, however, that it may not be practical to remove and replace all the undocumented fill soils or soft, yielding, or otherwise deleterious soils as properly compacted fill. Therefore, if the owner opts to reduce the fill section beneath the pavements, additional post-construction movements, accelerated pavement distress, and additional maintenance should be anticipated. We suggest remedial earthwork should be performed to no less than 12 inches in such a case. Similarly, where existing utility lines or other site constraints limit the depth to which remedial earthwork can be accomplished, additional maintenance should be anticipated.

In general, increasing the depth of fill beneath the pavements will decrease the risk of post-construction movements. If performance like building floors is desired, then project pavements should be constructed on a fill section similar to building floors.

Criteria for placement and compaction of fill are provided in the *Project Earthwork* section of this report.

Subgrade preparation of the selected depth should extend the full width of the pavement from back-of-curb to back-of-curb. The subgrade for any sidewalks and other project hardscaping also should be prepared in the same manner.

Geotechnical criteria for fill placement and compaction are provided in the *Project Earthwork* section of this report. Where existing pavement and flatwork are removed, the contractor should anticipate that the shallowest soils may be wet. The contractor should be prepared to either dry the subgrade materials or moisten them, as needed, prior to compaction.

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Proof Rolling Immediately prior to paving, the subgrade should be proof rolled with a heavily loaded, pneumatic tired vehicle. Areas that show excessive deflection during proof rolling should be excavated and replaced and/or stabilized. Areas allowed to pond prior to paving will require significant re-working prior to proof-rolling. **Establishment of a firm paving platform (as indicated by proof rolling) is an additional requirement beyond proper fill placement and compaction.** It is possible for soils to be compacted within the limits indicated in the *Project Earthwork* section of this report and fail proof rolling, particularly in the upper range of moisture content.

Additional Observations The collection and diversion of surface drainage away from paved areas is extremely important to the satisfactory performance of the pavements. The subsurface and surface drainage systems should be carefully designed to ensure removal of the water from paved areas and subgrade soils. Allowing surface waters to pond on pavements will cause premature pavement deterioration. Where topography, site constraints, or other factors limit or preclude adequate surface drainage, pavements should be provided with edge drains to reduce loss of subgrade support. The long-term performance of the pavement also can be improved greatly by proper backfilling and compaction behind curbs, gutters, and sidewalks so that ponding is not permitted and water infiltration is reduced.

Landscape irrigation in planters adjacent to pavements and in “island” planters within paved areas should be carefully controlled or differential heave and/or rutting of the nearby pavements will result. Drip irrigation systems are suggested for such planters to reduce over-spray and water infiltration beyond the planters. Enclosing the soil in the planters with plastic liners and providing them with positive drainage also will reduce differential moisture increases in the surrounding subgrade soils.

In our experience, infiltration from planters adjacent to pavements is a principal source of moisture increase beneath those pavements. This wetting of the subgrade soils from infiltrating irrigation commonly leads to loss of subgrade support for the pavement with resultant accelerating distress, loss of pavement life, and increased maintenance costs. This is particularly the case in the later stages of project construction after landscaping has been emplaced but heavy construction traffic has not ended. Heavy vehicle traffic over wetted subgrade commonly results in rutting and pushing of flexible pavements, and

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cracking of rigid pavements. In relatively flat areas where design drainage gradients necessarily are small, subgrade settlement can obstruct proper drainage and yield increased infiltration, exaggerated distress, etc. (These considerations apply to project flatwork, as well.)

Also, GROUND's experience indicates that longitudinal cracking is common in asphalt-pavements generally parallel to the interface between the asphalt and concrete structures such as curbs, gutters, or drain pans. Distress of this type is likely to occur even where the subgrade has been prepared properly and the asphalt has been compacted properly.

The anticipated traffic loading does not include excess loading conditions imposed by heavy construction vehicles. Consequently, heavily loaded concrete, lumber, and building material trucks can have a detrimental effect on the pavement.

Most pavements will not remain in satisfactory condition and achieve their "design lives" without regular maintenance and rehabilitation procedures performed throughout the life of the pavement. Maintenance and rehabilitation measures preserve, rather than improve, the structural capacity of the pavement structure. Therefore, an effective program of regular maintenance should be developed and implemented to seal cracks, repair distressed areas, and perform thin overlays throughout the lives of the pavements. The greatest benefit of pavement overlaying will be achieved by overlaying sound pavements that exhibit little or no distress.

Crack sealing should be performed at least annually and a fog seal/chip seal program should be performed on the pavements every 3 to 4 years. After approximately 8 to 10 years after construction, patching, additional crack sealing, and asphalt overlay may be required. Prior to overlays, it is important that all cracks be sealed with a flexible, rubberized crack sealant in order to reduce the potential for propagation of the crack through the overlay. If actual traffic loadings exceed the values used for development of the pavement sections, however, pavement maintenance measures will be needed on an accelerated schedule.

Temporary Fire Access Routes Commonly, construction sites are required by local fire departments to provide temporary access for emergency response. It has been

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GROUND's experience these access drives are to provide support for trucks weighing up to 90,000 pounds and are typically desired to be gravel/aggregate-surfaced.

Based on our experience, a temporary section consisting of **at least 12 inches** of material meeting the requirements of CDOT Class 5 or Class 6 Aggregate Base Course or **at least 8 inches** of CDOT Class 5 or Class 6 Aggregate Base Course over **a layer of stabilization geotextile/geofabric**, such as Mirafi® RS380i or the equivalent, could be utilized provided the owner understands that this section is for temporary access during construction only and is not a replacement or an equal alternate to the pavement section(s) that was indicated previously. The aggregate base course placed for this purpose should be compacted to at least 95 percent of the maximum modified Proctor dry density. It should be noted that the aggregate base course sections indicated above are not intended to support fire truck outriggers without cribbing or similar measures.

The aggregate comprising such a wearing course will be displaced and rutted under the loads imposed by heavy vehicles. Therefore, regular maintenance including re-grading and application of additional aggregate should be implemented to ensure proper drainage, repair distressed/damaged areas, and reestablish grades. Additionally, the ability of a temporary aggregate-surfaced route to accommodate loads as indicated above is directly related to the quality of the subgrade materials on which the aggregate is placed, not only on the aggregate section. If water infiltrates these areas, additional rutting and other distress, including a reduction in capacity, will result, requiring additional maintenance.

EXTERIOR FLATWORK

We anticipate that the exterior of the building and other portions of the site will be provided with concrete flatwork. Like other site improvements, flatwork will experience post-construction movements as soil moisture contents increase after construction and distress likely will result. The following measures will help to reduce damages to these improvements, but will not prevent all movements. Critical flatwork, which may include flatwork at entrances and exits, should be constructed as a structural floor or slab-on-grade floor in a similar manner to project floors. Such areas should be identified by the owner.

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- 1) Based on the plasticity of the soils and CDOT guidelines, the site flatwork should Remedial earthwork to prepare flatwork subgrades is subject to the same factors discussed in the *Pavement Sections* section of this report, and should be undertaken to the same depth.

Regardless of the depth of subgrade preparation, due to the potential for heave at this site, greater than typical maintenance, including the removal and replacement of portions of flatwork, should be anticipated for project exterior flatwork. Greater depths of subgrade preparation will tend to reduce the extent and frequency of extra maintenance, however.

If performance similar to the proposed building floors is desired, then the flatwork should be underlain by the same fill section as the building floors.

- 2) Prior to placement of flatwork, a proof roll should be performed to identify areas that exhibit instability and deflection. The deleterious soils in these areas should be removed and replaced with properly compacted fill. The contractor should take care to achieve and maintain compaction behind curbs to reduce differential sidewalk settlements. Passing a proof roll is an additional requirement to placing and compacting the subgrade fill soils within the specified ranges of moisture content and relative compaction in the *Project Earthwork* section of this report. Subgrade stabilization may be cost-effective in this regard.
- 3) Flatwork should be provided with control joints extending to an effective depth and spaced no more than **10 feet** apart, both ways. Narrow flatwork, such as sidewalks, likely will require more closely spaced joints.
- 4) In no case should exterior flatwork extend to under any portion of the building where there is less than **2 inches** of vertical clearance between the flatwork and any element of the building. Exterior flatwork in contact with brick, rock facades, or any other element of the building can cause damage to the structure if the flatwork experiences movements.

Construction and Drainage Between Buildings and Pavements Proper design, drainage, construction and maintenance of the areas between individual buildings and

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parking/driveway areas are critical to the satisfactory performance of the project. Sidewalks, entranceway slabs and roofs, fountains, raised planters and other highly visible improvements commonly are installed within these zones, and distress in or near these improvements is common. Commonly, proper soil preparation in these areas receives little attention during overlot construction because they fall between the building and pavement areas which typically are built with heavy equipment. Subsequent landscaping and hardscape installation often is performed by multiple subcontractors with light or hand equipment, and necessary over-excavation and soil processing is not performed. Consequently, subgrade soil conditions commonly deviate significantly from specified ranges. Therefore, the contractor should take particular care with regard to proper subgrade preparation in the immediate building exteriors.

Concrete Scaling Climatic conditions in the project area including relatively low humidity, large temperature changes and repeated freeze–thaw cycles, make it likely that project sidewalks and other exterior concrete will experience surficial scaling or spalling. The likelihood of concrete scaling can be increased by poor workmanship during construction, such as “over-finishing” the surfaces. In addition, the use of de-icing salts on exterior concrete flatwork, particularly during the first winter after construction, will increase the likelihood of scaling. Even use of de-icing salts on nearby roadways, from where vehicle traffic can transfer them to newly placed concrete, can be sufficient to induce scaling. Typical quality control / quality assurance tests that are performed during construction for concrete strength, air content, etc., do not provide information with regard to the properties and conditions that give rise to scaling.

We understand that some municipalities require removal and replacement of concrete that exhibits scaling, even if the material was within specification and placed correctly. The contractor should be aware of the local requirements and be prepared to take measures to reduce the potential for scaling and/or replace concrete that scales.

In GROUND’s experience, the measures below can be beneficial for reducing the likelihood of concrete scaling. Which measures, if any, used should be based on cost and the owner’s tolerance for risk and maintenance. It must be understood, however, that because of the other factors involved, including weather conditions and workmanship, surface damage to concrete can develop, even where all of these measures were

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followed. Also, the mix design criteria should be coordinated with other project requirements including criteria for sulfate resistance presented in the *Water-Soluble Sulfates* section of this report.

- 1) Maintaining a maximum water/cement ratio of 0.45 by weight for exterior concrete mixes.
- 2) Include Type F fly ash in exterior concrete mixes as 20 percent of the cementitious material.
- 3) Specify a minimum, 28-day, compressive strength of 4,500 psi for all exterior concrete.
- 4) Including “fibermesh” in the concrete mix also may be beneficial for reducing surficial scaling.
- 5) Cure the concrete effectively at uniform temperature and humidity. This commonly will require fogging, blanketing and/or tenting, depending on the weather conditions. As long as 3 to 4 weeks of curing may be required, and possibly more.
- 6) Avoid placement of concrete during cold weather so that it is not exposed to freeze-thaw cycling before it is fully cured.
- 7) Avoid the use of de-icing salts on given reaches of flatwork through the first winter after construction.

We understand that sometimes it is not practical to implement some of these measures for reducing scaling due to safety considerations, project scheduling, etc. In such cases, where these measures are not implemented, additional costs for flatwork maintenance or reconstruction should be incorporated into project budgets.

Frost and Ice Considerations Nearly all soils other than relatively coarse, clean, granular materials are susceptible to loss of density if allowed to become saturated and exposed to freezing temperatures and repeated freeze–thaw cycling. The formation of ice in the underlying soils can result in heaving of pavements, flatwork, and other hardscaping

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("ice jacking") in sustained cold weather up to 3 inches or more. This heaving can develop relatively rapidly. A portion of this movement typically is recovered when the soils thaw, but due to loss of soil density, some degree of displacement will remain. This can result even where the subgrade soils were prepared properly.

Where hardscape movements are a design concern, e.g., at doorways, replacement of the subgrade soils with 4 or more feet of clean, coarse sand or gravel should be considered or supporting the element on foundations similar to the building. Detailed guidance in this regard can be provided upon request. It should be noted that where such open graded granular soils are placed, water can infiltrate and accumulate in the subsurface relatively easily, which can lead to increased settlement or heave from factors unrelated to ice formation. Therefore, where a section of open graded granular soils is placed, a local underdrain system should be provided to discharge collected water. GROUND will be available to discuss these concerns upon request.

CLOSURE

Geotechnical Review The author of this report or a GROUND principal should be retained to review project plans and specifications to evaluate whether they comply with the intent of the measures discussed in this report. The review should be requested in writing.

The geotechnical conclusions and parameters presented in this report are contingent upon observation and testing of project earthworks by representatives of GROUND. If another geotechnical consultant is selected to provide materials testing, then that consultant must assume all responsibility for the geotechnical aspects of the project by concurring in writing with the parameters in this report, or by providing alternative parameters.

Materials Testing La Plata Suites, LLC, should consider retaining a geotechnical engineer to perform materials testing during construction. The performance of such testing or lack thereof, however, in no way alleviates the burden of the contractor or subcontractor from constructing in a manner that conforms to applicable project documents and industry standards. The contractor or pertinent subcontractor is ultimately responsible for managing the quality of his work; furthermore, testing by the geotechnical engineer does not preclude the contractor from obtaining or providing whatever services

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that he deems necessary to complete the project in accordance with applicable documents.

Limitations This report has been prepared for La Plata Suites, LLC, as it pertains to design and construction of the proposed hotel building and related improvements as described herein. It may not contain sufficient information for other parties or other purposes.

In addition, GROUND has assumed that project construction will commence by fall 2024. Any changes in project plans or schedule should be brought to the attention of a geotechnical engineer, in order that the geotechnical conclusions in this report may be reevaluated and, as necessary, modified.

If our described understanding/interpretation of the proposed project is incorrect or project elements differ in any way from that expressed herein, including changes to improvement locations, dimensions, orientations, loading conditions, elevations/grades, etc., and/or additional buildings/structures/site improvements are incorporated into this project, either after the original information was provided to us or after the date of this report, GROUND or another geotechnical engineer must be retained to reevaluate the conclusions and parameters presented herein.

The geotechnical conclusions in this report relied upon subsurface exploration at a limited number of exploration points, as shown in Figure 1, as well as the means and methods described herein. Subsurface conditions were interpolated between and extrapolated beyond these locations. It is not possible to guarantee the subsurface conditions are as indicated in this report. Actual conditions exposed during construction may differ from those encountered during site exploration. Design modifications may be necessary by the project team; this may result in an increase in project costs and schedule delays.

If during construction, surface, soil, bedrock, or groundwater conditions appear to be at variance with those described herein, a geotechnical engineer should be retained at once, so that reevaluation of the conclusions for this site may be made in a timely manner. In addition, a contractor who obtains information from this report for development of his scope of work or cost estimates may find the geotechnical information in this report to be inadequate for his purposes or find the geotechnical conditions described herein to be at

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variance with his experience in the greater project area. The contractor is responsible for obtaining the additional geotechnical information that is necessary to develop his workscope and cost estimates with sufficient precision. This includes current depths to groundwater, etc.

ALL DEVELOPMENT CONTAINS INHERENT RISKS. It is important that ALL aspects of this report, as well as the estimated performance (and limitations with any such estimations) of proposed improvements are understood by La Plata Suites, LLC. Utilizing these criteria and measures herein for planning, design, and/or construction constitutes understanding and acceptance of the conclusions with regard to risk and other information provided herein, associated improvement performance, as well as the limitations inherent within such estimates.

Ensuring correct interpretation of the contents of this report by others is not the responsibility of GROUND. If any information referred to herein is not well understood, then La Plata Suites, LLC, or members of the design team, should contact the author or a GROUND principal immediately. We will be available to meet to discuss the risks and remedial approaches presented in this report, as well as other potential approaches, upon request.

GROUND makes no warranties, either expressed or implied, as to the professional data, opinions or conclusions contained herein. This document, together with the concepts and conclusions presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on this document without written authorization and adaption by GROUND Engineering Consultants, Inc., shall be without liability to GROUND Engineering Consultants, Inc.

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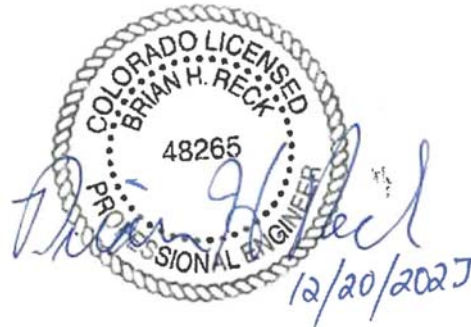
GROUND appreciates the opportunity to complete this portion of the project and welcomes the opportunity to provide La Plata Suites, LLC, or the contractor with a proposal for construction observation and materials testing.

Sincerely,

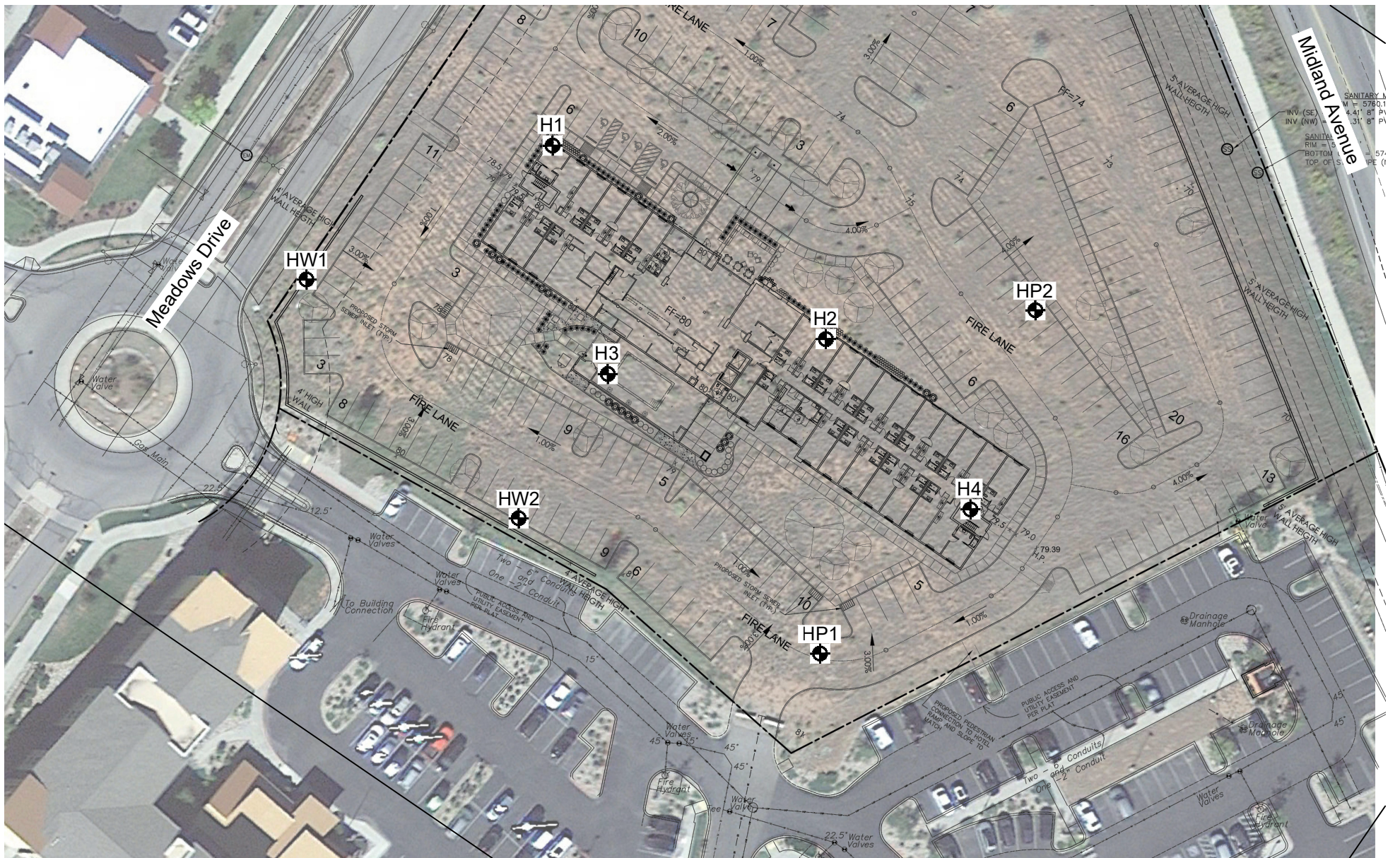
GROUND Engineering Consultants, Inc.



Ben Fellbaum, P.G., E.I.



Reviewed by Brian H. Reck, P.G., C.E.G., P.E.



4



Indicates test hole numbers and approximate locations.

GOOGLE EARTH AERIAL IMAGE (06/04/2023)
SITE PLAN PROVIDED BY CLIENT



NOT TO SCALE

GROUND
ENGINEERING

JOB NO.: 23-6013

FIGURE: 1

LOCATION OF TEST HOLES

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C
CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

JOB NO: 23-6013
SITE LOCATION: Glenwood Springs, CO

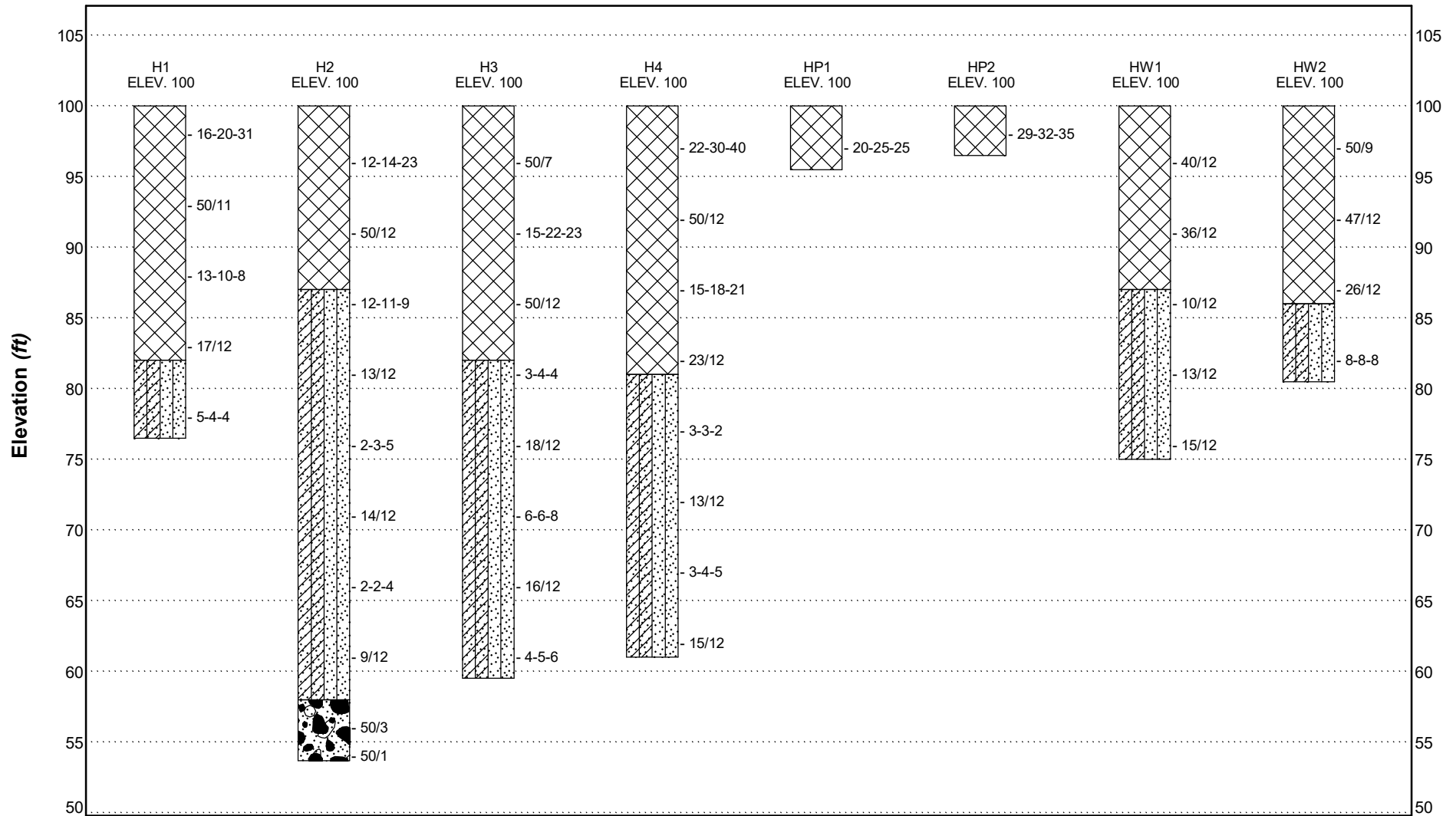


FIGURE: 2

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

MATERIAL SYMBOLS



FILL



SANDS, SILTS, and CLAYS (Debris Flow Deposits)



GRAVELS and COBBLES (Alluvial Deposits)

SAMPLER SYMBOLS



Modified California Liner Sampler

23 / 12 Drive sample blow count indicates 23 blows of a 140 pound hammer falling 30 inches were required to drive the sampler 12 inches.



No Recovery



Standard Penetration Test Sampler

20-25-30 Drive sample blow count, indicates 20, 25, and 30 blows of a 140 pound hammer falling 30 inches were required to drive the sampler 18 inches in three 6 inch increments.

NOTES

1. Test holes were drilled on 11/6/2023 and 11/7/2023 with 4" solid stem auger.
2. Locations of the test holes were determined in the field using a hand held GPS device by GROUND.
3. Elevations of the test holes were not measured and the logs of the test holes are drawn to depth. Nominal elevation of "100 feet" indicates existing ground level at the test hole at the time of drilling.
4. The test hole locations and elevations should be considered accurate only to the degree implied by the method used.
5. The lines between materials shown on the test hole logs represent the approximate boundaries between material types and the transitions may be gradual.
6. Groundwater level readings shown on the logs were made at the time and under the conditions indicated. Fluctuations in the water level may occur with time.
7. The material descriptions on these logs are for general classification purposes only. See full text of this report for descriptions of the site materials & related information.
8. All test holes were immediately backfilled upon completion of drilling, unless otherwise specified in this report.

NOTE: See Detailed Logs for Material descriptions.

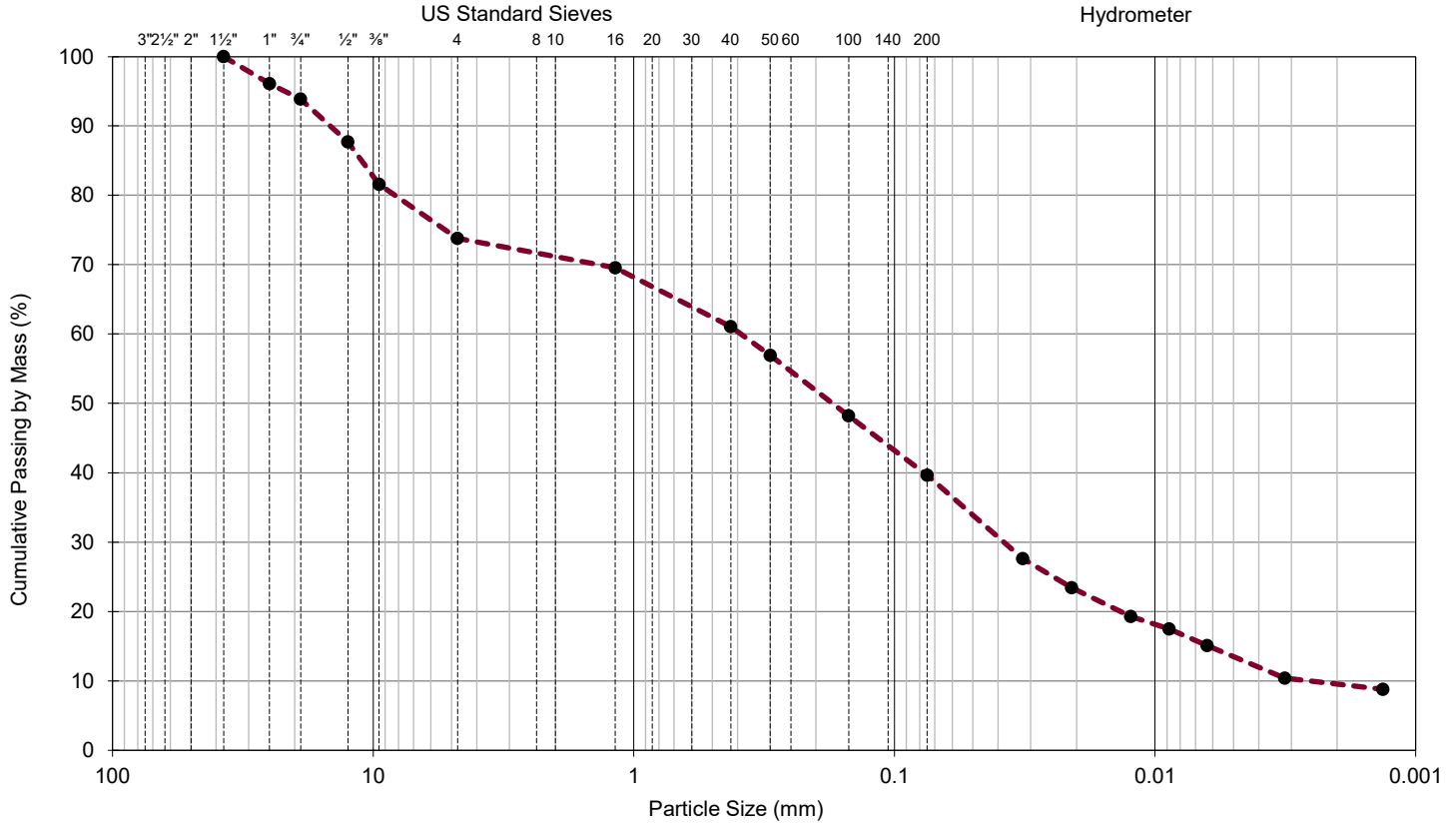
ABBREVIATIONS

- ▼ Water Level at Time of Drilling, or as Shown
- ▼ Water Level at End of Drilling, or as Shown
- ▼ Water Level After 24 Hours, or as Shown

NV No Value
NP Non-Plastic

Proposed Hotel, Glenwood Meadows Lot 10C

Gradation and Hydrometer (ASTM D422-63[2007])



Coarse Gradation			Fine Gradation			Hydrometer		Grading	
US Standard Sieve	Particle Size (mm)	Passing by Mass (%)	US Standard Sieve	Particle Size (mm)	Passing by Mass (%)	Particle Size (mm)	Passing by Mass (%)	Coefficient	Value
6 in	150	-	No. 4	4.75	74	0.032	28	D90	14.622
5 in	125	-	No. 8	2.36	-	0.021	23	D85	11.082
4 in	100	-	No. 10	2.00	-	0.012	19	D80	8.258
3 in	75	-	No. 16	1.18	70	0.009	18	D60	0.388
2.5 in	63	-	No. 20	0.85	-	0.006	15	D50	0.173
2 in	50	-	No. 30	0.60	-	0.003	10	D40	0.077
1.5 in	37.5	100	No. 40	0.425	61	0.001	9	D30	-
1 in	25.0	96	No. 50	0.300	57	-	-	D15	-
3/4 in	19.0	94	No. 60	0.250	-	-	-	D10	-
1/2 in	12.5	88	No. 100	0.150	48	-	-	D05	-
3/8 in	9.5	82	No. 140	0.106	-	-	-	Cu	-
No. 4	4.75	74	No. 200	0.075	39.6	-	-	Cc	-

Location: H3 at 9 feet
Description: Fill: Clayey SAND with Gravel

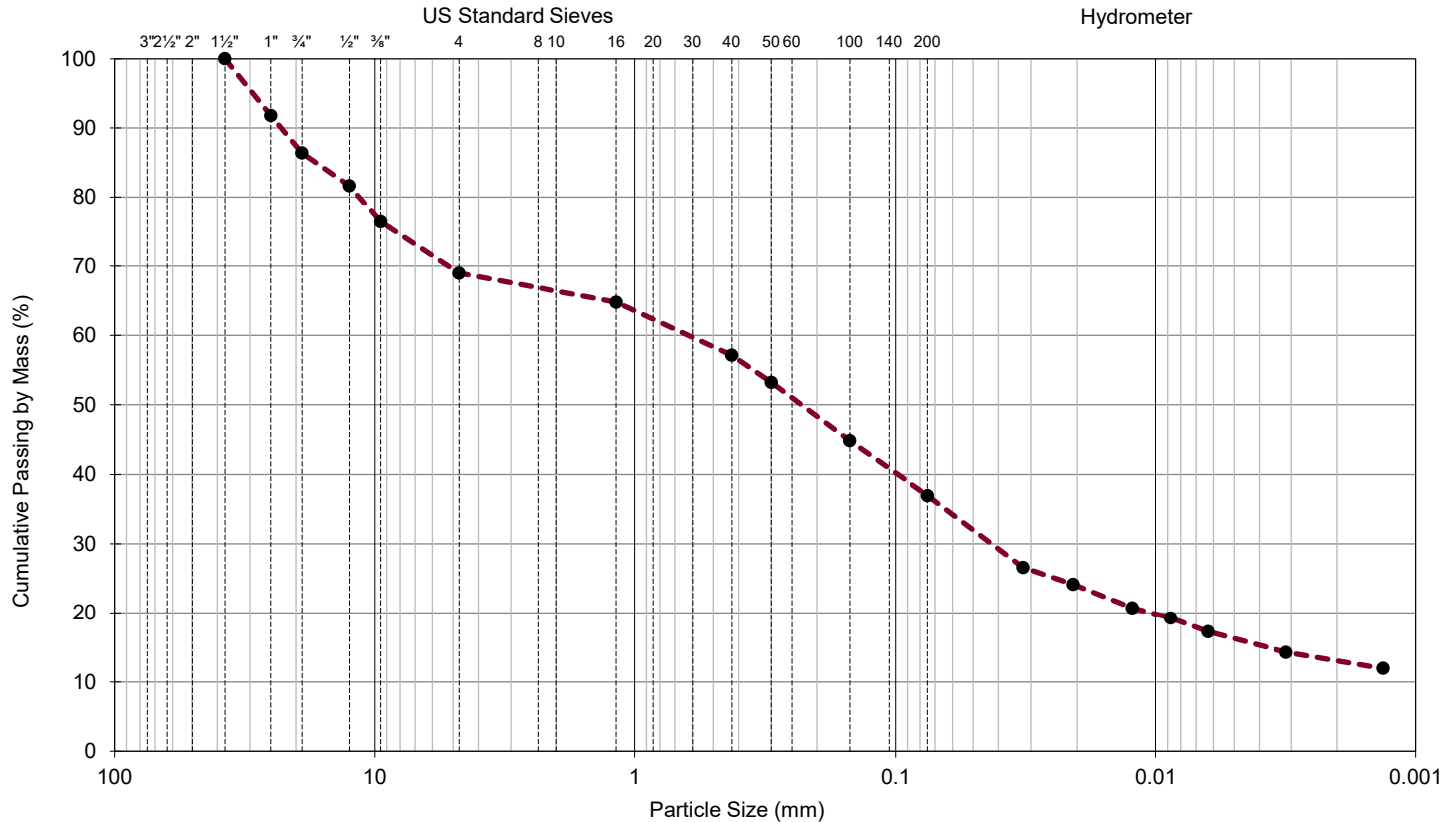
Classification: (SC-SM)g / A-4 (0)
Liquid Limit: 26
Plasticity Index: 6
Activity: 0.6

Gravel (%): 26
Sand (%): 34
Silt/Clay (%): 40
< .002 mm (%): 10

Results apply only to the specific items and locations referenced and at the time of testing. For the hydrometer portion of the test, a composite temperature correction and meniscus correction were applied to each reading. This report should not be reproduced, except in full, without the written permission of GROUND Engineering Consultants, Inc.

Proposed Hotel, Glenwood Meadows Lot 10C

Gradation and Hydrometer (ASTM D422-63[2007])



Coarse Gradation			Fine Gradation			Hydrometer		Grading	
US Standard Sieve	Particle Size (mm)	Passing by Mass (%)	US Standard Sieve	Particle Size (mm)	Passing by Mass (%)	Particle Size (mm)	Passing by Mass (%)	Coefficient	Value
6 in	150	-	No. 4	4.75	69	0.032	27	D90	22.825
5 in	125	-	No. 8	2.36	-	0.021	24	D85	16.789
4 in	100	-	No. 10	2.00	-	0.012	21	D80	11.458
3 in	75	-	No. 16	1.18	65	0.009	19	D60	0.621
2.5 in	63	-	No. 20	0.85	-	0.006	17	D50	0.230
2 in	50	-	No. 30	0.60	-	0.003	14	D40	0.098
1.5 in	37.5	100	No. 40	0.425	57	0.001	12	D30	-
1 in	25.0	92	No. 50	0.300	53	-	-	D15	-
3/4 in	19.0	86	No. 60	0.250	-	-	-	D10	-
1/2 in	12.5	82	No. 100	0.150	45	-	-	D05	-
3/8 in	9.5	76	No. 140	0.106	-	-	-	Cu	-
No. 4	4.75	69	No. 200	0.075	36.9	-	-	Cc	-

Location: HW1 at 4 feet
Description: Fill: Clayey SAND with Gravel

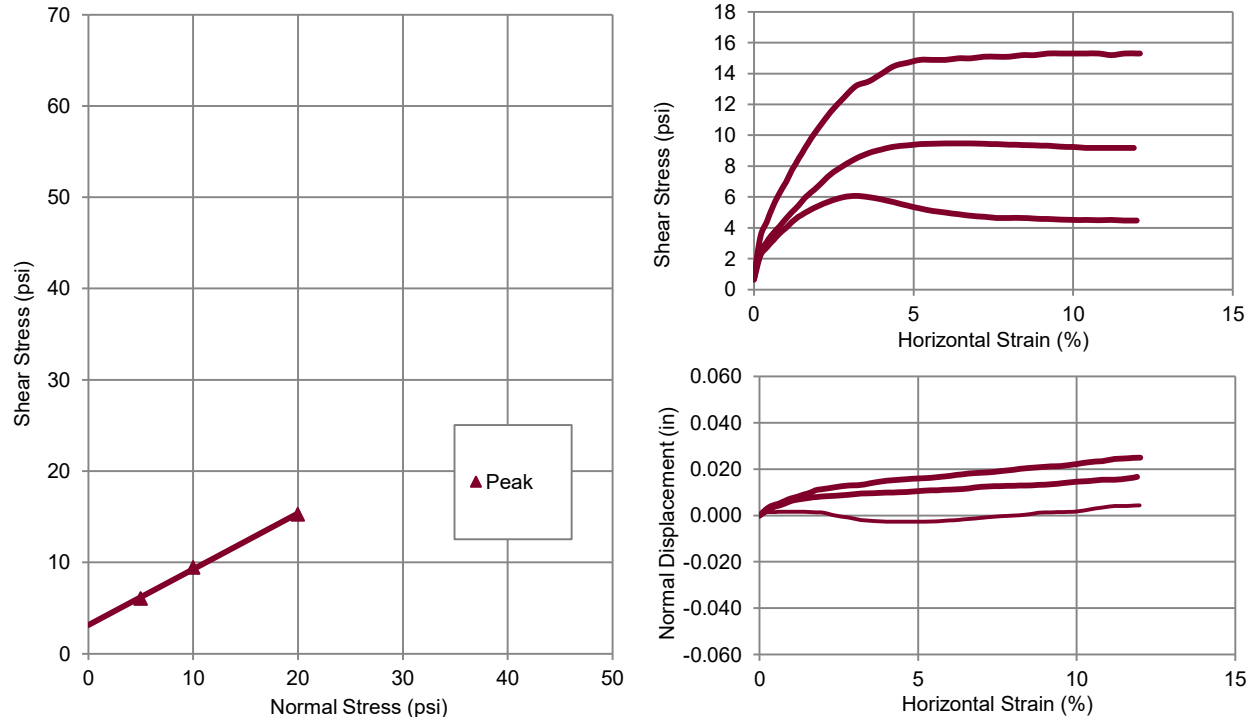
Classification: (SC-SM)g / A-4 (0)
Liquid Limit: 22
Plasticity Index: 5
Activity: 0.4

Gravel (%): 31
Sand (%): 32
Silt/Clay (%): 37
< .002 mm (%): 13

Results apply only to the specific items and locations referenced and at the time of testing. For the hydrometer portion of the test, a composite temperature correction and meniscus correction were applied to each reading. This report should not be reproduced, except in full, without the written permission of GROUND Engineering Consultants, Inc.

Proposed Hotel, Glenwood Meadows Lot 10C

Direct Shear (ASTM D3080 / AASHTO T236)



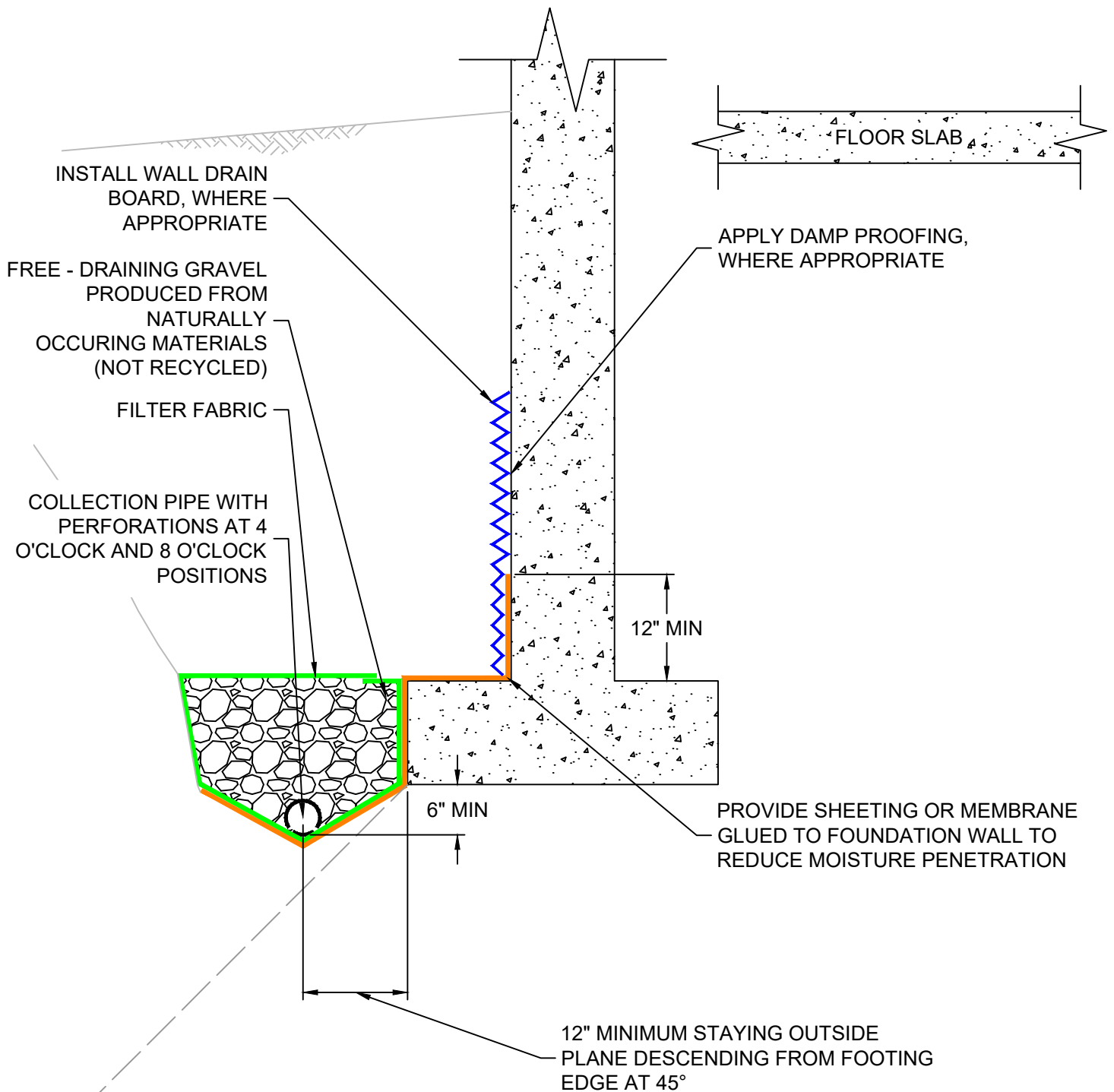
Tested By	Shear Date	Device	Prep.	Specific Gravity
JW	11/15/2023	Geocomp	REMOLD	2.69 Estimated

Normal Stress (psi)	5		10		20	
Point Properties	Initial	Pre-shear	Initial	Pre-shear	Initial	Pre-shear
Diameter (in)	2.50		2.50		2.50	
Height (in)	1.00	0.99	1.00	0.97	1.00	0.96
Wet Density (pcf)	136.6	138.2	136.5	139.2	136.4	140.4
Moisture (%)	14.3	14.5	14.3	13.6	14.3	12.9
Dry Density (pcf)	119.5	120.6	119.4	122.6	119.4	124.3
Void Ratio	0.401	0.388	0.402	0.366	0.403	0.346
Saturation (%)	95.9	100.8	95.7	99.8	95.5	100.4
Shear Rate (in/min)	0.005		0.005		0.005	
Point Results	Peak		Peak		Peak	
Shear Stress (psi)	6.1		9.5		15.3	
Horizontal Strain (%)	3.2		6.0		9.2	

Test Results	Peak
Friction Angle (deg)	31
Cohesion (psi)	3

Sample: HW1 & HW2 from 0 to 15 ft (BULK)

Results apply only to the specific items and locations referenced and at the time of testing. Results should be evaluated and applied to the project by qualified personnel. This report should not be reproduced, except in full, without the written permission of GROUND Engineering Consultants, Inc.



NOTES:

1. This is NOT a design - level drawing. it should be used solely for general information purposes only. Actual Underdrain design should be completed by others.
2. The underdrain system must be tested by the contractor after installation and backfilling to verify that it functions properly.
3. Inclusion of this figure in construction documents is done so at the document preparer's risk.
4. Reproduction of this document should be in color.

NOT TO SCALE
SEE TEXT FOR ADDITIONAL INFORMATION

GROUND
ENGINEERING

JOB NO.: 23-6013

FIGURE: 7

TYPICAL UNDERDRAIN DETAIL

Proposed Hotel, Glenwood Meadows Lot 10C

TABLE 1: SUMMARY OF LABORATORY TEST RESULTS

Sample Location		Natural Moisture Content (%)	Natural Dry Density (pcf)	Gradation			Atterberg Limits		Swell/Consolidation		USCS Equivalent Classification	AASHTO Equivalent Classification (Group Index)	Sample Description
Test Hole No.	Depth (feet)			Gravel (%)	Sand (%)	Fines (%)	Liquid Limit	Plasticity Index	Volume Change (%)	Surcharge Pressure (psf)			
H1	2	7.4	SD	8	42	50.5	24	6	-	-	s(CL-ML)	A-4 (0)	Fill: Sandy CLAY
H1	17	8.3	117.9	0	27	73.4	30	11	-0.2	2,125	(CL)s	A-6 (6)	Fill: CLAY with Sand
H2	4	7.2	SD	75	11	14.2	26	5	-	-	GC-GM	A-2-4 (0)	Fill: Clayey GRAVEL
H2	9	6.5	110.7	17	35	47.8	27	7	-2.1	1,125	(SC-SM)g	A-4 (1)	Fill: Clayey SAND with Gravel
H2	14	9.5	SD	15	41	44.2	25	4	-	-	(SM)g	A-4 (0)	SILT with Gravel
H2	24	15.1	SD	0	19	80.8	27	9	-	-	(CL)s	A-4 (6)	CLAY with Sand
H3	9	7.9	SD	26	34	39.6	26	6	-	-	(SC-SM)g	A-4 (0)	Fill: Clayey SAND with Gravel
H3	19	7.3	SD	0	36	64.0	26	6	-	-	s(CL-ML)	A-4 (2)	Sandy CLAY
H3	34	10.0	126.6	0	23	77.0	28	11	-1.1	4,250	(CL)s	A-6 (7)	CLAY with Sand
H4	3	4.4	SD	7	45	48.4	24	5	-	-	SC-SM	A-4 (0)	Fill: Clayey SAND
H4	28	18.1	104.0	-	-	86.9	29	10	-1.5	3,500	CL	A-4 (8)	CLAY
HW1	4	7.4	SD	31	32	36.9	22	5	-	-	(SC-SM)g	A-4 (0)	Fill: Clayey SAND with Gravel
HW1	14	9.4	111.5	0	31	69.3	30	8	-	-	s(CL)	A-4 (4)	Sandy CLAY
HW2	3	4.6	SD	21	39	40.4	24	6	-	-	(SC-SM)g	A-4 (0)	Fill: Clayey SAND with Gravel
HW2	8	7.2	SD	32	30	37.6	20	3	-	-	(GM)s	A-4 (0)	Fill: Silty GRAVEL with Sand
HP1	3	3.8	SD	35	32	32.7	23	6	-	-	(GC-GM)s	A-2-4 (0)	Fill: Clayey GRAVEL with Sand
HW1	0 to 15	-	-	-	-	60.3	23	7	-	-	s(CL)	A-4 (2)	Sandy CLAY

SD = Sample disturbed

Job No. 23-6013

Proposed Hotel, Glenwood Meadows Lot 10C

TABLE 2: SUMMARY OF SOIL CORROSION TEST RESULTS

Sample Location		Water Soluble Sulfates (%)	pH	Redox Potential (mv)	Sulfide Reactivity	Resistivity (ohm-cm)	USCS Equivalent Classification	AASHTO Equivalent Classification (Group Index)	Sample Description
Test Hole No.	Depth (feet)								
H2	4	0.08	8.1	- 75	Positive	4,211	GC-GM	A-2-4 (0)	Fill: Clayey GRAVEL
HW1	0 to 15	0.01	8.6	-110	Positive	2,306	s(CL)	A-4 (2)	Sandy CLAY
HP1	3	0.04	-	-	-	-	(GC-GM)s	A-2-4 (0)	Fill: Clayey GRAVEL with Sand

Job No. 23-6013

Appendix A

Detailed Logs of the Test Holes

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

Elevation (ft)	Depth (ft)	Graphic Log	Material Descriptions and Drilling Notes	Sample Type	Blow Count	Natural Moisture Content (%)	Natural Dry Density (pcf)	Percent Passing No. 200 Sieve	Atterberg Limits		Swell/Consolidation (%) at Surcharge Pressure (psf)	Unconfined Compressive Strength (ksf)	USCS Equivalent Classification
									Liquid Limit	Plasticity Index			
100	0												
			FILL: Clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color. Although not recognized in the fill in our test holes, cobble and boulders likely are present in the existing fill soils.										
					16-20-31	7.4	SD	50	24	6			s(CL-ML)
95	5												
					50/11								
90	10												
					13-10-8								
85	15												
					17/12	8.3	117.9	73	30	11	-0.2 (2125)		(CL)s
80	20		SANDS, SILTS and CLAYS (Debris Flow Deposits): Silts, clays, fine to coarse sands, gravels, and cobbles. Boulders were present locally. They were dry to slightly moist, non- to slightly plastic, medium to very stiff, and red-brown in color. Caliche was noted locally.										
					5-4-4								

Bottom of test hole at approx. 23.5 feet.

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

Elevation (ft)	Depth (ft)	Graphic Log	Material Descriptions and Drilling Notes	Sample Type	Blow Count	Natural Moisture Content (%)	Natural Dry Density (pcf)	Percent Passing No. 200 Sieve	Atterberg Limits	Swell/Consolidation (%) at Surcharge Pressure (psf)	Unconfined Compressive Strength (ksf)	USCS Equivalent Classification
100	0											
95	5		FILL: Clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color. Although not recognized in the fill in our test holes, cobble and boulders likely are present in the existing fill soils.	X	12-14-23	7.2	SD	14	26	5		GC-GM
90	10			⬛	50/12	6.5	110.7	48	27	7	-2.1 (1125)	(SC-SM)g
85	15			X	12-11-9	9.5	SD	44	25	4		(SM)g
80	20		SANDS, SILTS and CLAYS (Debris Flow Deposits): Silts, clays, fine to coarse sands, gravels, and cobbles. Boulders were present locally. They were dry to slightly moist, non- to slightly plastic, medium to very stiff, and red-brown in color. Caliche was noted locally.	⬛	13/12							
75	25			X	2-3-5	15.1	SD	81	27	9		(CL)s
70	30			⬛	14/12							
65	35		GRAVELS and COBBLES (Alluvial Deposits): Fine to coarse sands, gravels, cobbles, and boulders with lesser fractions clays and silts. They were dry, non-plastic, very hard, and gray in color.	X	2-2-4							
60	40			⬛	9/12							
55	45			○	50/3							
				○	50/1							

Refusal at 46 feet.
Bottom of test hole at approx. 46.33 feet

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

Elevation (ft)	Depth (ft)	Graphic Log	Material Descriptions and Drilling Notes	Sample Type	Blow Count	Natural Moisture Content (%)	Natural Dry Density (pcf)	Percent Passing No. 200 Sieve	Atterberg Limits		Swell/Consolidation (%) at Surcharge Pressure (psf)	Unconfined Compressive Strength (ksf)	USCS Equivalent Classification
									Liquid Limit	Plasticity Index			
100	0												
95	5		FILL: Clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color. Although not recognized in the fill in our test holes, cobble and boulders likely are present in the existing fill soils.		50/7								
90	10				15-22-23	7.9	SD	40	26	6			(SC-SM)g
85	15				50/12								
80	20		SANDS, SILTS and CLAYS (Debris Flow Deposits): Silts, clays, fine to coarse sands, gravels, and cobbles. Boulders were present locally. They were dry to slightly moist, non- to slightly plastic, medium to very stiff, and red-brown in color. Caliche was noted locally.		3-4-4	7.3	SD	64	26	6			s(CL-ML)
75	25				18/12								
70	30				6-6-8								
65	35				16/12	10	126.6	77	28	11	-1.1 (4250)		(CL)s
60	40				4-5-6								

Bottom of test hole at approx. 40.5 feet.

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

Elevation (ft)	Depth (ft)	Graphic Log	Material Descriptions and Drilling Notes	Sample Type	Blow Count	Natural Moisture Content (%)	Natural Dry Density (pcf)	Percent Passing No. 200 Sieve	Atterberg Limits		Swell/Consolidation (%) at Surcharge Pressure (psf)	Unconfined Compressive Strength (ksf)	USCS Equivalent Classification
									Liquid Limit	Plasticity Index			
100	0												
95	5		FILL: Clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color. Although not recognized in the fill in our test holes, cobble and boulders likely are present in the existing fill soils.	X	22-30-40	4.4	SD	48	24	5			SC-SM
90	10			◆	50/12								
85	15			X	15-18-21								
80	20			◆	23/12								
75	25		SANDS, SILTS and CLAYS (Debris Flow Deposits): Silts, clays, fine to coarse sands, gravels, and cobbles. Boulders were present locally. They were dry to slightly moist, non- to slightly plastic, medium to very stiff, and red-brown in color. Caliche was noted locally.	X	3-3-2								
70	30			◆	13/12	18.1	104	87	29	10	-1.5 (3500)		CL
65	35			X	3-4-5								
				◆	15/12								

Bottom of test hole at approx. 39 feet.

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

Elevation (ft)	Depth (ft)	Graphic Log	Material Descriptions and Drilling Notes	Sample Type	Blow Count	Natural Moisture Content (%)	Natural Dry Density (pcf)	Percent Passing No. 200 Sieve	Atterberg Limits		Swell/Consolidation (%) at Surcharge Pressure (psf)	Unconfined Compressive Strength (ksf)	USCS Equivalent Classification
									Liquid Limit	Plasticity Index			
100	0												
			FILL: Clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color. Although not recognized in the fill in our test holes, cobble and boulders likely are present in the existing fill soils.										
				X	20-25- 25	3.8	SD	33	23	6			(GC-GM)s

Bottom of test hole at approx. 4.5 feet.

SITE LOCATION: Glenwood Springs, CO

Bottom of test hole at approx. 3.5 feet.

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

Elevation (ft)	Depth (ft)	Graphic Log	Material Descriptions and Drilling Notes	Sample Type	Blow Count	Natural Moisture Content (%)	Natural Dry Density (pcf)	Percent Passing No. 200 Sieve	Atterberg Limits		Swell/Consolidation (%) at Surcharge Pressure (psf)	Unconfined Compressive Strength (ksf)	USCS Equivalent Classification
									Liquid Limit	Plasticity Index			
100	0												
			FILL: Clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color. Although not recognized in the fill in our test holes, cobble and boulders likely are present in the existing fill soils.										
95	5			40/12	7.4	SD	37	22	5				(SC-SM)g
90	10			36/12									
85	15		SANDS, SILTS and CLAYS (Debris Flow Deposits): Silts, clays, fine to coarse sands, gravels, and cobbles. Boulders were present locally. They were dry to slightly moist, non- to slightly plastic, medium to very stiff, and red-brown in color. Caliche was noted locally.	10/12	9.4	111.5	69	30	8				s(CL)
80	20			13/12									
75	25			15/12									

Bottom of test hole at approx. 25 feet.

PROJECT: Proposed Hotel, Glenwood Meadows Lot 10C

JOB NO: 23-6013

CLIENT: La Plata Suites, LLC c/o Stonebridge Companies

SITE LOCATION: Glenwood Springs, CO

Elevation (ft)	Depth (ft)	Graphic Log	Material Descriptions and Drilling Notes	Sample Type	Blow Count	Natural Moisture Content (%)	Natural Dry Density (pcf)	Percent Passing No. 200 Sieve	Atterberg Limits		Swell/Consolidation (%) at Surcharge Pressure (psf)	Unconfined Compressive Strength (ksf)	USCS Equivalent Classification
									Liquid Limit	Plasticity Index			
100	0												
			FILL: Clay, silts, and fine to coarse sands and gravels. Cobbles and boulders were present locally. They were dry to slightly moist, non- to slightly plastic, stiff to hard, and red-brown in color. Although not recognized in the fill in our test holes, cobble and boulders likely are present in the existing fill soils.										
				50/9	4.6	SD	40	24	6				(SC-SM)g
95	5												
				47/12	7.2	SD	38	20	3				(GM)s
90	10												
				26/12									
85	15		SANDS, SILTS and CLAYS (Debris Flow Deposits): Silts, clays, fine to coarse sands, gravels, and cobbles. Boulders were present locally. They were dry to slightly moist, non- to slightly plastic, medium to very stiff, and red-brown in color. Caliche was noted locally.										
				8-8-8									

Bottom of test hole at approx. 19.5 feet.

Variance Criteria

If your application includes a request to deviate from a Municipal Code requirement you must address how your variance request meets all the criteria listed below.

Instructions

1. Use this questionnaire if your project includes variances, which are deviations from Municipal Code requirements. Examples include deviations from setback requirements, building height maximums, design standards, minimum number of off-street parking spaces, and permitted light levels.
2. Complete this questionnaire after you have had your pre-application conference. Once completed, submit this questionnaire along with the other items on the checklist. Complete one questionnaire for each variance you are requesting. Use a separate sheet if necessary.
3. It is important to remember that the decision to approve or deny a variance is a discretionary action based on how well you meet all the variance criteria. This is your opportunity to describe in detail the reason why you need to deviate from the Municipal Code. If you are unable to provide justification of how your application meets each of the criteria below, you may want to consider whether a variance is truly warranted.

Variance type

Explain what Municipal Code requirement you are requesting a variance from and what it is that you are proposing that does not meet this requirement.

Article 070.40: Development Standards, Table 40.11: Parking Area Lighting Standards - It has been determined that the proposed new Home2 Suites is located in Lighting District 2, requiring a maximum lighting level of 3 foot-candles and a minimum of 0.3 foot-candles. The maximum allowed light level is significantly lower than what is required by Hilton brand standards (10 foot-candles at each drive entry and the porte-cochere). Additionally, the owner has expressed an interest in keeping the minimum lighting level to 1 foot-candle throughout the parking area to ensure the safety of hotel guests. As a project team, we would like to propose this project meet the Lighting District 1 standards, while keeping the 20 foot maximum height outlined for District 2.

Variance Criteria

1. **Explain how your property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district.** N/A

2. Explain how the Explain how the strict application of the Code standards for the variance you are seeking produces undue hardship.

The originally proposed site lighting design was very close to meeting the Lighting District 1 requirements. In order to meet the reduced lighting levels as required for Lighting District 2, the total number of site poles will increase from 11 to 41, which in our opinion will create visual clutter on the site. Additionally, this creates challenges in coordination with the landscape architect and his ability to provide the trees required by Glenwood local codes. Many of these new poles would have to be located within parking lot islands which are currently dedicated to provide required landscaping elements and trees.

3. Explain how you did not create the hardship by your own actions.

The difficulties we are facing are caused by situations and requirements outside of our control. First, we are required to meet Hilton Hotels brand standards to the best of our ability, which, as noted above, require 10 foot-candles at the drive entries and porte-cochere at the main hotel entry. Second, there are several local codes requiring green space, landscaping and tree quantity that will limit where we can locate lighting poles. And lastly, the physical capability of the light fixtures used to throw light horizontally along the surface of the parking area without creating hot spots directly under the light. To reduce the lighting to 3 foot-candles max in a large parking area such as ours, but also ensure a minimum level of 0.3 foot-candles requires the use of low wattage fixtures at minimal spacing, significantly increasing the number of poles required.

4. Explain how the requested variance does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation in question.

This variance request to increase the allowable light levels will not harm the public, but instead will likely increase the feeling of personal safety within the parking area. Additionally, the fixtures used will still be full cut-off (0% uplight) and will have house side shields to prevent light trespass to surrounding sites and properties.

5. Explain how the variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden.

While there is a financial cost associated with meeting the Lighting District 2 requirements, as noted above, there are several landscaping requirements that must be met. While we may be able to meet the District 2 light levels, it may then create an inability to meet the required local codes regarding landscaping elements and trees.

6. Explain how the variance request will not violate building or fire code requirements.

N/A - Site lighting does not affect the ability of the project to meet building code standards nor does it apply to fire codes.

7. Explain how the variance is the minimum variance that will afford relief of the subject standards of the Code.

We believe that Lighting District 1 light levels will be easily achievable without the addition of numerous light poles and, though 7 foot-candles is lower than Hilton brand standards, we believe it will be acceptable to both the brand and the owner in terms of safely lighting the extent of the parking area.

Variance Criteria

If your application includes a request to deviate from a Municipal Code requirement you must address how your variance request meets all the criteria listed below.

Instructions

1. Use this questionnaire if your project includes variances, which are deviations from Municipal Code requirements. Examples include deviations from setback requirements, building height maximums, design standards, minimum number of off-street parking spaces, and permitted light levels.
2. Complete this questionnaire after you have had your pre-application conference. Once completed, submit this questionnaire along with the other items on the checklist. Complete one questionnaire for each variance you are requesting. Use a separate sheet if necessary.
3. It is important to remember that the decision to approve or deny a variance is a discretionary action based on how well you meet all the variance criteria. This is your opportunity to describe in detail the reason why you need to deviate from the Municipal Code. If you are unable to provide justification of how your application meets each of the criteria below, you may want to consider whether a variance is truly warranted.

Variance type

Explain what Municipal Code requirement you are requesting a variance from and what it is that you are proposing that does not meet this requirement.

The project is requesting a variance from the requirement in Chapter IX, D(3) Building Height of the Glenwood Meadows Development Plan. The section requires the maximum building height not to exceed 45 feet. The Home2 brand standard entails a beacon element at the front entry that stands proud of the surrounding roof parapets. The current design shows the top of the beacon element at 54 feet above finished floor.

Variance Criteria

1. **Explain how your property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district.** N/A

2. Explain how the Explain how the strict application of the Code standards for the variance you are seeking produces undue hardship. _____

With the brand standard's requirement for the beacon element to rise up above the roof parapets on a 4-story building, a 45 foot max height restriction doesn't allow enough floor-to-floor height to meet minimum head-clearance code requirements for each floor and definitely no greater ceiling heights can be achieved at the first floor lobby.

3. Explain how you did not create the hardship by your own actions. _____

The Home2 model is a 4-story hotel with a beacon element rising above the roof line. Even if we were to limit the floor-to-floor heights to a minimum 9'-7" (assuming 8ft ceilings with a 19" floor structure/assembly), with the roof parapets and a short beacon element we come in over 46 feet. But in order to have an ample floor to ceiling height in the main lobby and undulating parapets per municipal code, we require a greater height allowance.

4. Explain how the requested variance does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation in question. _____

My interpretation of this building height restriction is to limit the interruption of site-lines to the mountains and valleys around Glenwood Springs. Even at 54 feet the proposed Home2 building will set below the two adjacent hotels up the hill with the mountains towering behind them. And this building's height in no way poses any kind of harm to the public.

5. Explain how the variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden. _____

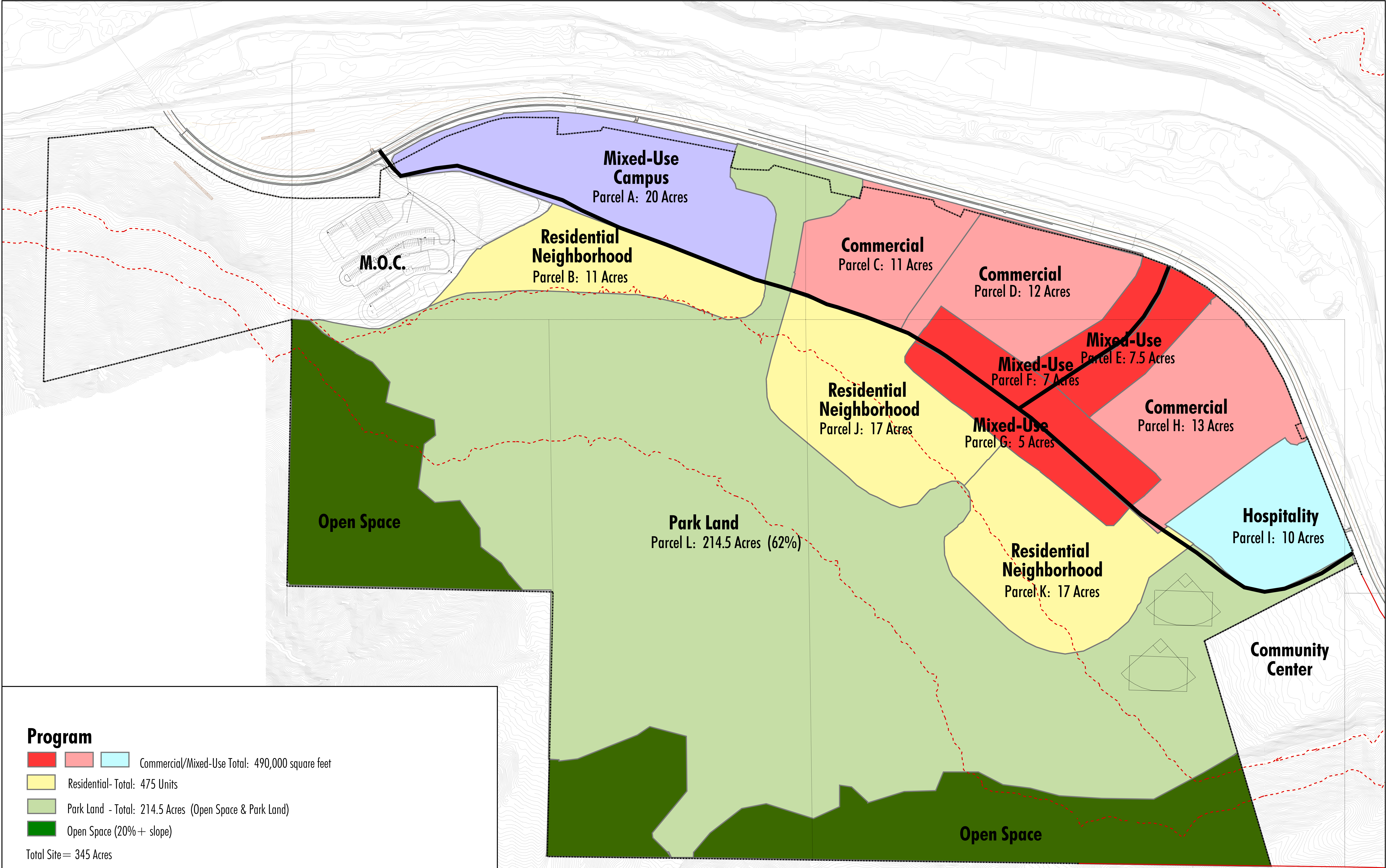
If we are required to design to 45 feet maximum building height, we face an impossible feat because as mentioned above, we need at least 46 feet. And then we are limited to undesirable spaces within the building on all floors. There is no convenience or financial gain to be had by allowing this variance.

6. Explain how the variance request will not violate building or fire code requirements. _____

This variance will allow us to design a building that is pleasing to all parties involved. There is no impact to the building code by allowing this variance.

7. Explain how the variance is the minimum variance that will afford relief of the subject standards of the Code. _____

We are seeking an increase of 9 feet to the maximum building height standard. Building systems are easier to coordinate when you have ample floor/ceiling assemblies to work within. The eight foot ceilings and 19" floor/ceiling assemblies currently designed for the upper floors are at a minimum height allowance. We believe increasing our building height allowance to 54 feet qualifies as minimal and should be allowed.



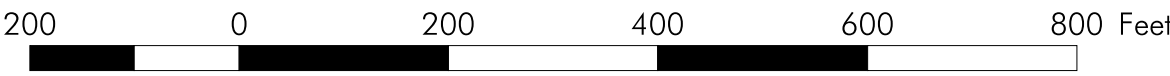
Program

- Commercial/Mixed-Use Total: 490,000 square feet
- Residential- Total: 475 Units
- Park Land - Total: 214.5 Acres (Open Space & Park Land)
- Open Space (20%+ slope)

Total Site= 345 Acres

Note: Parcels include all road rights-of-way from Wulfsohn and Market Streets and open space setbacks from Midland Ave.

Glenwood Meadows -Conceptual Plan



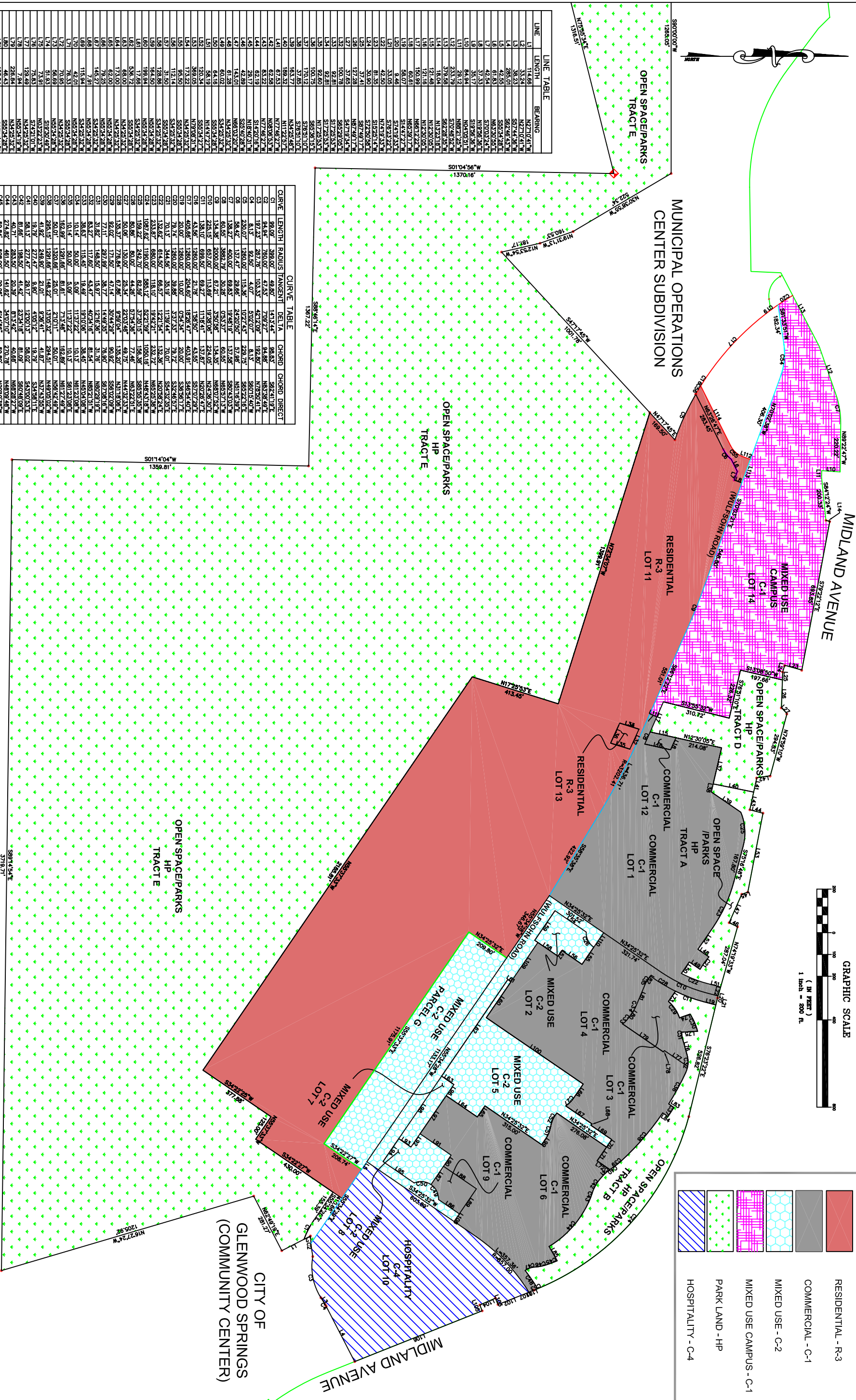
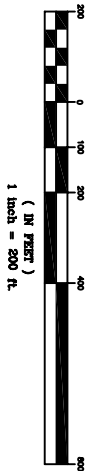
CLARION

March, 2002

LEGEND

	RESIDENTIAL - R-3
	COMMERCIAL - C-1
	MIXED USE - C-2
	MIXED USE CAMPUS - C-1
	PARK LAND - HP
	HOSPITALITY - C-4

GRAPHIC SCALE



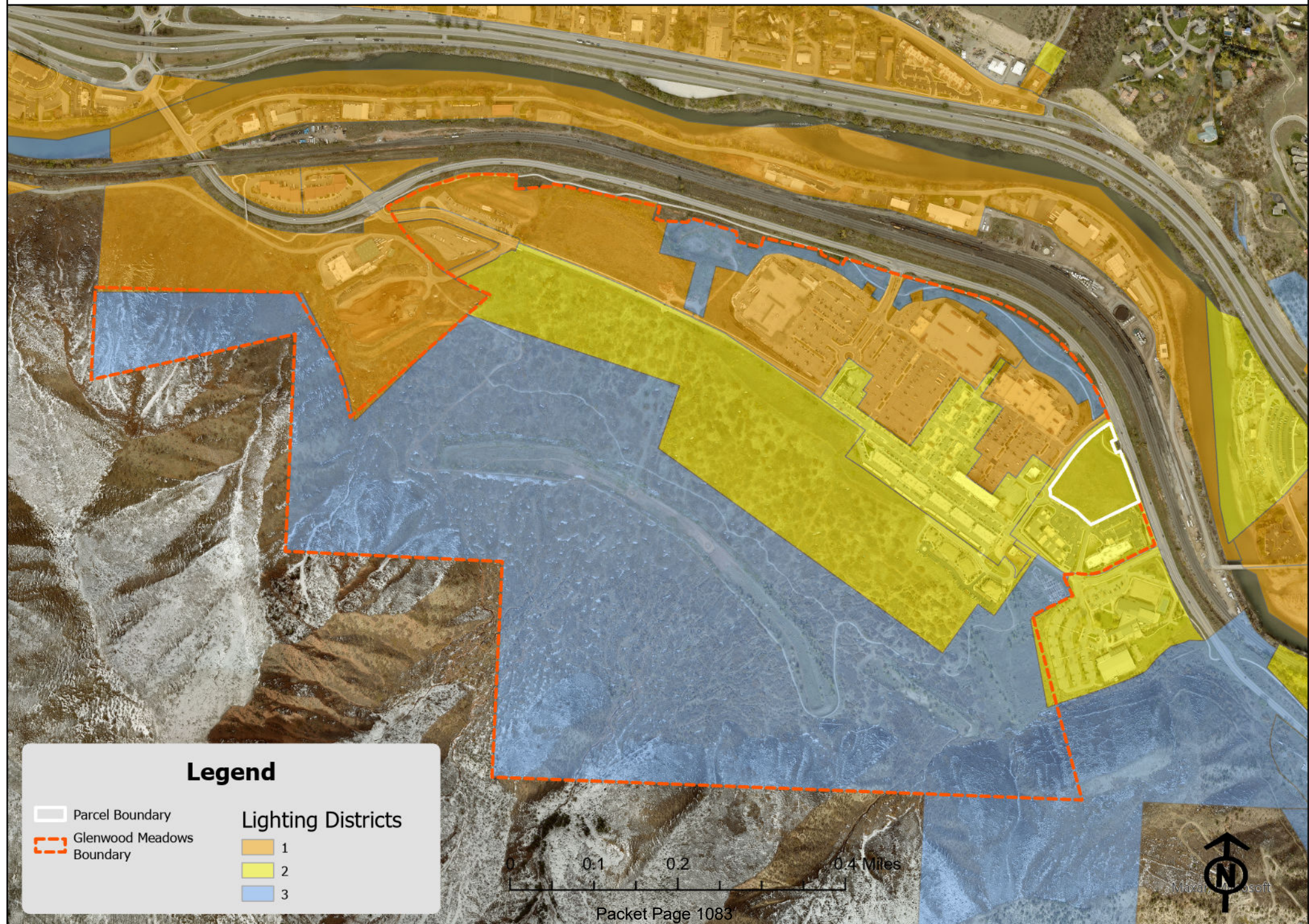
LINE	LENGTH	BEARING
L1	114.66	N27°04'1\"
L2	33.24	N27°04'1\"
L3	38.23	S87°44'36\"
L4	42.95	S82°46'53\"
L5	61.83	N63°30'56\"
L6	42.54	S70°03'24\"
L7	37.33	N19°36'36\"
L8	35.17	S19°36'36\"
L9	64.94	N64°05'51\"
L10	28.12	N68°21'25\"
L11	37.98	S20°38'56\"
L12	18.04	N12°23'18\"
L13	121.46	N12°30'05\"
L14	121.16	N12°30'05\"
L15	150.99	N68°12'22\"
L16	66.61	N65°39'17\"
L17	9.46	S14°12'14\"
L18	33.05	S76°23'22\"
L19	42.50	N74°19'53\"
L20	81.35	S15°26'14\"
L21	30.90	S12°50'56\"
L22	37.43	S87°49'17\"
L23	17.48	S87°49'17\"
L24	100.76	S85°29'05\"
L25	92.61	S17°25'53\"
L26	92.61	N17°25'53\"
L27	100.76	S85°36'15\"
L28	179.12	S76°51'05\"
L29	163.72	N12°22'52\"
L30	188.32	N11°22'52\"
L31	67.53	N77°46'27\"
L32	62.56	N68°06'53\"
L33	63.22	N77°46'27\"
L34	62.19	S14°20'16\"
L35	42.95	N68°03'00\"
L36	14.01	N64°25'32\"
L37	60.02	S34°25'32\"
L38	64.16	S85°34'28\"
L39	58.19	N14°47'27\"
L40	32.65	S85°34'28\"
L41	32.65	N14°47'27\"
L42	32.65	S85°34'28\"
L43	32.65	N14°47'27\"
L44	32.65	S85°34'28\"
L45	32.65	N14°47'27\"
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L90	32.65	S85°34'28\"
L91	32.65	N14°47'27\"
L92	32.65	S85°34'28\"
L93	32.65	N14°47'27\"
L94	32.65	S85°34'28\"

CURVE TABLE

CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHORD	CHORD DIRECT
C1	99.09	398.00	49.80	143.44	98.83	S82°41'19\"
C2	94.94	760.00	47.53	47°09'27\"	84.86	N63°38'49\"
C3	107.92	107.92	47.53	47°09'27\"	84.86	N63°38'49\"
C4	81.3	81.3	47.53	47°09'27\"	84.86	N63°38'49\"
C5	230.07	1260.00	115.36	107°27'43\"	228.75	S86°22'16\"
C6	98.42	137.47	29.66	24°20'50\"	57.96	N51°16'39\"
C7	136.27	400.00	69.83	19°48'19\"	137.85	S60°43'03\"
C8	60.55	398.27	30.28	5°53'37\"	60.55	N65°57'13\"
C9	134.38	2000.00	67.21	3°50'36\"	134.35	N68°07'52\"
C10	128.12	652.00	138.69	1°38'08\"	128.08	N62°38'51\"
C11	138.12	138.12	138.69	1°38'08\"	128.08	N62°38'51\"
C12	43.86	1260.00	21.76	1°58'50\"	43.85	S87°07'29\"
C13	199.22	1260.00	204.60	18°26'47\"	403.81	S46°54'40\"
C14	20.00	1260.00	10.00	0°54'34\"	20.00	S36°56'17\"
C15	78.74	1260.00	39.86	3°37'33\"	78.72	S32°46'57\"
C16	70.13	344.95	35.16	11°39'44\"	70.01	S44°32'35\"
C17	132.62	614.95	66.32	12°21'34\"	132.36	N62°58'24\"
C18	132.62	614.95	66.32	12°21'34\"	132.36	N62°58'24\"
C19	108.62	1180.00	58.12	6°27'58\"	108.01	N48°43'18\"
C20	80.96	80.00	26.34	22°03'48\"	77.46	N63°22'51\"
C21	136.37	778.84	67.86	5°59'04\"	135.67	N31°18'06\"
C22	92.07	171.50	47.14	30°44'28\"	90.92	S58°02'09\"
C23	11.82	148.50	15.97	1°26'38\"	11.70	N60°29'16\"
C24	31.82	448.50	43.47	4°03'41\"	31.54	N68°21'51\"
C25	83.27	117.60	43.47	4°03'41\"	81.54	N68°21'51\"
C26	38.63	115.45	19.46	1°37'06\"	38.45	N45°04'08\"
C27	10.14	50.00	5.00	11°37'22\"	10.13	S81°23'08\"
C28	169.89	1260.00	169.89	1°38'08\"	169.89	N62°38'51\"
C29	58.01	1380.68	28.01	1°20'13\"	58.01	N62°38'51\"
C30	41.82	249.90	21.01	3°26'41\"	41.87	N37°43'55\"
C31	19.79	277.47	9.90	4°05'12\"	19.79	S34°58'11\"
C32	58.13	277.47	29.17	12°00'13\"	58.02	S43°00'53\"
C33	40.71	283.50	20.35	5°13'42\"	40.68	S60°48'09\"
C34	42.82	461.50	14.82	34°07'10\"	42.02	N68°18'48\"
C35	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C36	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C37	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C38	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C39	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C40	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C41	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C42	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C43	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C44	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C45	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C46	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C47	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C48	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C49	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C50	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C51	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C52	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C53	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C54	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C55	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"
C56	48.63	198.00	23.42	11°39'38\"	48.53	N107°03'20\"

L95	713.22	N24°25'32\"
L96	62.22	S85°34'28\"
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L198	62.22	S85°34'28\"
L199	713.22	N24°25'32\"
L200	62.22	S85°34'28\"

GLENWOOD MEADOWS LIGHTING DISTRICTS





Planning and Zoning Commission Staff Report

Date: June 25, 2024
To: Planning and Zoning Commission
From: Hannah Klausman, Director Community & Economic Development
Subject: Planning Item 10-24

REQUEST	Consideration of code changes to Title 070 development including but not limited to Sections 070.010, 070.020, 070.030, 070.040, 070.060, 070.070, 070.080 related to Development permits, measurements and exceptions, dimensional standards, use specific standards, common open space, definitions, and public noticing.
APPLICANT	City of Glenwood Springs
LOCATION	Citywide

ACTION ITEMS

Action 1:

Consideration of code text amendments to Municipal Code Section Sections 070.010, 070.020, 070.030, 070.040, 070.060, 070.070, and 070.080.

Staff recommends approval with suggested findings on page 10.

REVIEW AUTHORITY

A Code amendment is a legislative decision by the City Council. Planning Commission is a recommending body to City Council.

BACKGROUND

A special election held on April 23, 2024 amended the City of Glenwood Springs Charter related to processing residential development applications as well as annexations and City owned land and the dispensation of City owned land. City Council passed an emergency Ordinance 2024-08 to enact a temporary moratorium on May 2, 2024 to suspend all impacted applications for 120 days until Community Development department could amend Code to align with the recently passed ballot initiative. Staff has included the Legal Memorandum detailing the moratorium.

Ballot Question A included amendments to the Sections 13.2 and 13.19 of the City of Glenwood Springs home rule charter as set forth below, with new language in **bold and underlined** and strike-through language be deleted.

Section 13.19 – Growth Accountability

Upon City approval of any annexation, or upon approval of any residential or mixed-use housing to be built on City owned land, Council shall, on its own motion, submit the ordinance, question, or issue to the electorate as provided in Article V of this Charter.

Any application for a development permit which includes more than four new dwelling units shall be subject to review by the Planning and Zoning Commission and by Council, and shall require approval by Council.

The City shall amend the City ordinances to be consistent with this Charter Amendment.

Sec. 13.2 - Restriction on sales of land and water rights.

Neither lands owned ~~and used~~ by the City ~~for park, airport, or governmental purposes~~, nor water rights, shall be sold or conveyed without an affirmative vote of a majority of the qualified electors. Nothing in this provision, however, shall prohibit the City from exchanging, or changing point of diversion of water rights without such vote.

The City shall continue to own, operate, repair, and maintain the Glenwood Springs municipal airport, including its facilities, improvements, and runway, in at least the general condition and configuration that existed on January 1, 2021, unless and until most of the qualified electors of the City approve the sale or permanent closure of the airport. Nothing in this provision shall (i) prohibit the City from constructing a tunnel under the airport runway, improving the airport, or extending the runway, or (ii) compel the City to use non-airport enterprise funds to operate, repair, maintain, or improve the airport.:

Staff has also identified other small code amendments to include in this change that are detailed under "Other Code Section Amendments" within this report on Page 5. These changes include points of clarification or minor error corrections.

Staff has included all Code Sections being amended as attachments to this report. ~~Strikethrough~~ text indicates language being deleted, while double underline text indicates language being added.

CODE AMENDMENT PROPOSAL

In addition to the necessary code amendments from the passed ballot initiative, staff has also identified other small code amendments to include in this change that are detailed under "Other Code Section Amendments" within this report on Page 5. These changes include points of clarification or minor error corrections.

Staff has included all Code Sections being amended as attachments to this report. ~~Strikethrough~~ text indicates language being deleted, while double underline text indicates language being added.

Special Election related Code Amendments

070.060 Administration and Procedures

Entitlement process changes to align with ballot initiative. The majority of these changes relate to multifamily projects including five (5) to 24 units now requiring an additional public hearing with City Council as the final decision-making entity, where previously these projects were decided by Planning and Zoning Commission.

070.060.040 Ordinance Amendments

Ordinance amendments include applications for annexation. The Charter amendment included the addition

of a public vote for final annexation approvals. Staff has added the proposed amendment below to accommodate for this change:

(3) *Annexation Procedure.*

- a. Annexation of land into the City shall comply with the procedures and other provisions of C.R.S. § 31-12-101 et seq.
- b. The final annexation plan shall conform to applicable state statutes, shall be consistent with the Comprehensive Plan, and shall include all information required by the City to evaluate whether and to what extent the annexation impacts the City and the public health, safety, and welfare of the City.
- c. Annexations may be considered concurrently with zoning and development permits; however, no development permit for land proposed for annexation into the City shall become effective until the related annexation is approved by the City Council.
- d. Annexations require an affirmative vote of a majority of the qualified electors per April 23, 2024 majority vote on ballot issue 1A amending the City Charter.

070.060.050 (a)(2) Development Permits Applicability

Staff has added three and four multifamily unit projects to the exemption list for a Site/Architectural Plan. This change allows these administratively approved projects to forgo the additional process of the Site/Architectural process and go straight to the building permit process. This also removes the Final Plans process that is associated with all Site/Architectural Plans for 3-4 unit projects.

This alteration does not change who approves the project, nor does it change the criteria with which it is reviewed. Community Development staff has found the Site/Architectural Plan cumbersome for smaller projects. These small unit projects are very similar in process and scale to the review for a Single family home or Duplex, and staff proposed to make the process for 1-4 unit projects the same. This will streamline these lower density projects while maintaining all standards and criteria.

The proposed change is as follows:

(2) *Applicability.*

- a. *Exemptions.* The following are exempt from the site/architectural plan review procedure, but are subject to the standards of this Code:
 1. A change in use that does not involve or require other development (such as new or expanded buildings, additional parking, etc.);
 2. Conversion of non-residential building area into up to five (5) dwelling units, or mixed-use building area into up to five (5) dwelling units, without changing the existing building footprint or increasing the building area;
 3. Alteration, repairs, or additions to existing buildings that increase the gross floor area by less than twenty-five (25) percent;
 4. Tenant improvements that do not increase gross floor area or building height, increase the density or intensity of use, or affect other development standards (such as parking or landscaping requirements);
 5. Construction of a single-family detached, ~~or two-family dwelling~~, three (3) to four (4) multi-family units, additions to such dwellings, and structures accessory to such dwellings; and
 6. Construction or erection of accessory buildings, fences, hedges, or walls.

Table 060.2 Site/Architectural Plan Review Thresholds

This table has been amended to meet the new threshold levels as approved in the special election. To

accommodate this, staff has split the original table into two categories, one being Residential Site/Architectural Plans, and the other being Non-Residential Site/Architectural Plans. This was necessary as the ballot initiative only impacted projects with residential units and Non-residential projects are not changing. The proposed table amendments are as follows:

Table 060.2: <u>Residential</u> Site/Architectural Plan Review Thresholds^[1]			
Type of Development	Administrative Site/Architectural Plan (Director) ^[2]	Minor Site/Architectural Plan (Planning Commission) (City Council)	Major Site/Architectural Plan (City Council)
Residential	1 to 8 new dwelling units-: <u>N/A</u>	<u>9</u> 5 to 24 new dwelling units Hotel conversions	Any new development on site larger than 10 acres; 25 or more new dwelling units
Nonresidential	Less than 10,000 square feet gross floor area-	At least 10,000 and no more than 30,000 square feet gross floor area-	Any new development on site larger than 10 acres; development of greater than 30,000 square feet gross floor area-
Mixed-Use	<u>8 new dwelling units and Up to 4 dwelling units</u> and less than 10,000 square feet nonresidential gross floor area	9 to 24 new dwelling units or at least 10,000 and no more than 30,000 square feet nonresidential gross floor area	Any new development on site larger than 10 acres; 25 or more new dwelling units or greater than 30,000 square feet nonresidential gross floor area
Parking as a Principal Use, or Parking Structure	Up to 25 vehicle spaces-	26 or more spaces-	Parking structure-
Notes: [1] Notwithstanding the thresholds above, any development requiring dedication of land to the City shall be processed as a major site/architectural plan. [2] <u>Administrative Site/Architectural Review involving five or more units is required to follow public noticing procedures in Subsection 070.060.030(f)(3).</u>			

Table 060.3: <u>Non-Residential</u> Site/Architectural Plan Review Thresholds^[1]			
Type of Development	Administrative Site/Architectural Plan (Director) ^[2]	Minor Site/Architectural Plan (Planning Commission)	Major Site/Architectural Plan (City Council)
Nonresidential	Less than 10,000 square feet gross floor area	At least 10,000 and no more than 30,000 square feet gross floor area	Any new development on site larger than 10 acres; development of greater than 30,000 square feet gross floor area

Parking as a Principal Use, or Parking Structure	Up to 25 vehicle spaces	26 or more spaces	Parking structure
Notes: [1] Notwithstanding the thresholds above, any development requiring dedication of land to the City shall be processed as a major site/architectural plan.			

Referral and Call Up Procedures

Staff is proposing to eliminate the call up procedure that currently exists for Planning and Zoning Commission. The current call up procedure allows for P&Z to elect to call up any application with three (3) or more new residential units. Now that administrative approvals is reduced to four (4) units or less, staff believes this call up allowance is no longer needed. Previously, staff was authorized to approve up to 8 units therefore the call up procedure applied to three (3) to eight (8) units. If left unchanged, the call up procedure would only apply to three (3) and four (4) unit projects.

Staff also calls attention to possible increase in workload for P&Z as consideration for eliminating the now reduced applicability of the call up. The Planning Commission will now see all residential projects that include 5-24 units, which is an increase from the previous 9-24 units.

The call up procedure for Council remains unchanged.

The review procedure outlines Administrative Site/Architectural, Minor Site/Architectural, Major Site/Architectural plans, and Final Plans include amendments to bring them in line with the changes mentioned in the summary tables above.

070.060.060 Subdivision Procedures

Addition of language related to a public vote requirement for the vacation of public right of way. The following amendment is proposed:

(3) Vacation of Right-of-Way Procedure.

- g. Vacations of Right of Way may require an affirmative vote of a majority of the qualified electors per April 23, 2024 majority vote on ballot issue 1A amending the City Charter.

070.040.040 Development Standards, Common Open Space

Amendment to applicability for Common Open Space adding three (3) and four (4) unit multifamily projects to the applicability section of Common Open Space.

This is connected to changes in section 070.060.050 exempting three (3) and four (4) unit multifamily projects from administrative site architectural development permit process. Under current standards, three and four unit projects are required to meet open space requirements as they fall under an Administrative Site/Architectural Plan. Staff has proposed to remove the Site/Architectural Plan process for three to four units however wants to maintain the common open space requirements for the multifamily projects. In order to do so, staff has included the following amendment:

070.040.040 Common Open Space.

- (a) *Purpose.* Common open spaces are set aside for the use and enjoyment of a development's residents, employees, or users. Common open space serves numerous purposes, including preservation of natural areas and resources, ensuring greater resident access to open areas and recreation, reducing the heat island effect, enhancing stormwater quality, and providing public health benefits. Goals and requirements for common open space complement this Code's requirements for dedicated parkland, and serve similar purposes.
- (b) *Applicability.*
- (1) *General.* Unless new development is expressly exempted in accordance with Subsection (2) below, the standards in this Section shall apply to all new development subject to:
- a. Planned Development Rezoning (Subsection 070.060.040(b));
 - b. Special Use Permit (Subsection 070.060.050(e));
 - c. Major Subdivision Preliminary Plat Approval (Subsection 070.060.060(b));
 - d. Minor Subdivision Plat Approval (Subsection 070.060.060(a));
 - e. Major Site/Architectural Plan Approval (Subsection 070.060.050(a)(5));
 - f. Minor Site/Architectural Plan Approval (Subsection 070.060.050(a)(4)); or
 - g. Administrative Site/Architectural Plan Approval (Subsection 070.060.050(a)(3)).
 - h. Multi-family development of three (3) to four (4) units exempted from Administrative Site/Architectural Plan Approval (Subsection 070.060.050(a)(2)).

Other Code Section Amendments

In addition to the code amendments related to the moratorium, staff has compiled other small error amendments, clarifying intent or correcting small grammatical errors. Those sections include:

070.020.020 Zoning Districts Measurements and Exceptions

Clarifying the allowance of retaining walls within setbacks with Public Works Director and City Engineer approval.

This has long been the practice of development staff and this language would align those practices. The proposed language, included below, would stipulate that similar to other measurements and exceptions that can occur within a setback within certain parameters, retaining walls would be added. Retaining walls will continue to require a building permit and meet all engineering and municipal code requirements.

Table 020.20: Authorized Exceptions to Setback Standards	
Accessibility ramps	May be located within required yards. Ramps shall be removed within three (3) months after the need for such ramp is removed. Ramps shall not be located in the public right-of-way without approval by the City.
Front porches and stoops	May encroach ten (10) feet into required front yard provided such porch or stoop is a minimum of sixty-five (65) percent open (including screens and/or windows) on the front and each side and is no closer than ten (10) feet from the front property line.
Ground-mounted solar panels	May encroach five (5) feet into required side and rear yards provided no element is located closer than two (2) feet from any property line.

Ground-mounted mechanical equipment	May encroach five (5) feet into required side and rear yards provided no element is located closer than two (2) feet from any property line and the equipment complies with screening standards in Subsection 070.040.050(f), Screening, Fences, and Walls.
Roof eaves and other incidental architectural features	May encroach eighteen (18) inches into a required yard.
Storage sheds	In residential districts, storage sheds less than one hundred twenty (120) square feet in size may be placed up to, but not closer than three (3) feet from a rear or side property line provided they are not placed on a permanent foundation or over an easement.
Uncovered balconies and fire escapes	May encroach eighteen (18) inches into required side yard; four (4) feet into required front or rear yard.
Uncovered porches, slabs, patios, walks, and steps	May encroach into required yards by any amount provided all components of the encroachment are no greater than thirty (30) inches above ground level.
<u>Retaining walls</u>	<u>May encroach by any amount into required front, rear, or side yards with the approval of the Public Works Director and City Engineer, provided that all other standards of this code and the Engineering Standards are met.</u>

070.030.020 Table of Allowed Uses

Inserting language that clarifies that multiple primary permitted uses are allowed on one lot.

Staff has set this to the residential zone districts starting with RM2 as it includes lot size minimums for Single Family detached and attached units. This change allows for the possibility for a single lot that has the square footage to have more than one single family detached dwelling. The density remains the same, as the zone districts regulate the square feet required per unit, which is not proposed to change.

(e) Multiple Primary Uses Permitted. Multiple primary uses on one lot shall be allowed in the RM2, RH, RT, M1, M2, M3, CO, and RE zoning districts if each individual use is allowed in the zoning district and all uses can be accommodated within the zoning district's dimensional standards and comply with all use-specific conditions or standards required of any of the principal uses.

Staff has included a small edit to 070.020.020 Summary of Dimensional Standards, and to all other zone specific dimensional standards tables included in sections 070.020.060, 070.020.070, 070.020.080, to coincide with the Multiple Primary Use amendment. That is illustrated below.

Table 020.2: Summary of Residential Dimensional Standards						
	RR	RL	RM1	RM2	RH	RT
Lot Standards, Minimum						
Lot area	40,000 sf	20,000 sf	6,000 sf	—	—	—
Lot area, lots created prior to March 1, 1965			5,000 sf			
Lot area, single-family detached	—	—	—	5,000 sf/unit	4,500 sf/unit	5,000 sf/unit
Lot area attached dwellings sharing common wall— <u>Multifamily dwellings</u>	—	—	7,500 sf	2,500 sf/unit	2,250 sf/unit	2,500 sf/unit

Landscaped area (for multifamily dwellings)	—	—	—	20 percent	20 percent	20 percent
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070.030.030 Use Regulations

Amending Marijuana retail hours to match with Ordinance 2023-06 extending open hours to 10:00pm.

070.070.020 Rules of Construction and Definitions

Small changes to the definitions for Multifamily and Duplex to align better with construction design.

The current definition dictates that a multi-family residential development only build structures containing 3 or more dwelling units. This limits flexibility in configuration and site design of multifamily developments.

For example, on a property zoned for multifamily development with sufficient land area to build five units, this definition would require all five units to be attached in one structure. A development could not build a four unit building with a smaller detached unit for the fifth unit as that would not meet the current definition. Given that this hypothetical project would still have to meet all landscape standards, off-street parking requirements, and other design standards, this proposed change does not change the amount of density allowed on a property, it only changes how that density could possibly be configured.

The proposed Multifamily definition change is as follows:

- b. *Dwelling, Multifamily.* A building or buildings located on a single lot ~~containing~~ including three (3) or more dwelling units, each of which is designed for one (1) family, with separate housekeeping and cooking facilities for each. Multifamily dwellings are often stacked vertically, sharing both common vertical and horizontal walls and ceilings. Multifamily dwellings do not include those uses meeting the definition of single-family townhouse dwelling.

Additionally, the current wording of residential use for duplex does not allow for flexibility in terms of configuration of multifamily residential development. An example would be constructing four units on a lot. Under the current wording, building two separate two unit structures would not be allowed because a two-family dwelling is required to be on one lot, so the only configuration allowed would be an attached four unit structure. Another example would be building six units as the current definition would not allow for three 2-unit buildings.

Removing the requirement for one two-family dwelling unit to be on one lot would not affect lot standard requirements because lot standards describe “Lot area for attached dwellings sharing a common wall”. Any proposed development seeking to utilize a two-unit configuration for buildings would still have to make lot changes.

The proposed Duplex definition change is as follows:

- e. *Dwelling, Two-Family.* ~~One (1) A building on one (1) lot~~ A building designed as a single structure that contains two (2) separate dwelling units, each of which is designed to be occupied as a separate residence by one (1) family or household.

070.080.120 Guidelines and Regulations for Matters of State Interest

Small spelling mistake changing the word “mates” to “materials.”

Reviewing Agency Comments

Staff discussed the proposed amendments with the legal department, planning department and building department. No comments received.

REVIEW CRITERIA AND STAFF ANALYSIS

A Code amendment is a legislative decision by the City Council. Prior to recommending approval a proposed Code amendment, the Planning Commission and City Council shall consider whether and to what extent the proposed amendment meets the following five criteria. Staff has provided analysis in **bold**.

i. Is consistent with the Comprehensive Plan and other City policies;

The proposed changes are not inconsistent with the Comprehensive Plan.

ii. Does not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;

Any conflicting code sections have also been amended to ensure compatibility.

iii. necessary to address a demonstrated community need;

The majority of the proposed amendments are in response to the special election passed by the community. Other changes are meant to clarify existing procedures or error correction.

iv. Is necessary to respond to substantial changes in conditions and/or policy; and

Substantial changes include the previously mentioned special election that took place on April 23, 2024.

v. Is consistent with the general purpose and intent of this Code.

The general purpose of this Code is to protect the public health, safety, and welfare of the City and to implement the policies, goals, and strategies adopted by the City of Glenwood Springs, including those set forth in the Glenwood Springs Comprehensive Plan. More specifically, this Code is intended to create the best built environment. These amendments achieve the intent by:

- **Promoting orderly, efficient, and integrated development within the City;**
- **Regulating the development and use of land based upon the impact of such development or use on surrounding areas or the City;**
- **Providing minimum standards for the design and improvement of land, subdivision, and development to ensure that each building site is capable of accommodating a structure devoted to the intended use of the land;**
- **Ensuring equitable processing of development proposals by providing uniform procedures and standards;**

ACTION ALTERNATIVES

Planning and Zoning Commission may take one of the following actions:

1. Recommend approval of all or some of the amendments;
2. Recommend denial of some or all of the amendments; or,
3. Continue the hearing with a requirement that staff submit changes or provide additional information regarding some or all the amendments.

Staff notes that the amendments related to Ballot Initiative A passing are a necessary requirement of implementing the new City Charter.

ACTION ITEM AND STAFF RECOMMENDATIONS

Action Item: Consideration of code changes to Title 070 development including but not limited to Sections 070.010, 070.020, 070.030, 070.040, 070.060, 070.070, 070.080 related to Development permits, nonconformities, measurements and exceptions, dimensional standards, use specific standards, common open space, definitions, and public noticing.

Staff recommends approval of the proposed text amendments with the following suggested findings:

- i. Is consistent with the Comprehensive Plan and other City policies;
- ii. Does not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;
- iii. necessary to address a demonstrated community need;
- iv. Is necessary to respond to substantial changes in conditions and/or policy; and
- v. Is consistent with the general purpose and intent of this code.

070.040.040 Common Open Space.

- (a) *Purpose.* Common open spaces are set aside for the use and enjoyment of a development's residents, employees, or users. Common open space serves numerous purposes, including preservation of natural areas and resources, ensuring greater resident access to open areas and recreation, reducing the heat island effect, enhancing stormwater quality, and providing public health benefits. Goals and requirements for common open space complement this Code's requirements for dedicated parkland, and serve similar purposes.
- (b) *Applicability.*
- (1) *General.* Unless new development is expressly exempted in accordance with Subsection (2) below, the standards in this Section shall apply to all new development subject to:
- a. Planned Development Rezoning (Subsection 070.060.040(b));
 - b. Special Use Permit (Subsection 070.060.050(e));
 - c. Major Subdivision Preliminary Plat Approval (Subsection 070.060.060(b));
 - d. Minor Subdivision Plat Approval (Subsection 070.060.060(a));
 - e. Major Site/Architectural Plan Approval (Subsection 070.060.050(a)(5));
 - f. Minor Site/Architectural Plan Approval (Subsection 070.060.050(a)(4)); or
 - g. Administrative Site/Architectural Plan Approval (Subsection 070.060.050(a)(3)).
 - h. Multi-family development of three (3) to four (4) units exempted from Administrative Site/Architectural Plan Approval (Subsection 070.060.050(a)(2)).
- (2) *Exemptions.* The following development is exempt from the standards of this Section:
- a. Properties located in the M2 zoning district;
 - b. Condominiumization or subdivision of existing residential and nonresidential units; and
 - c. Development of a single-family detached or duplex dwelling on an existing lot.
- (c) *Required Common Open Space Area.*
- (1) *Required Total Common Open Space Area.* A development shall provide the minimum area of common open space identified in Table 040.3, based on the development's base zoning district and use classification.

Table 040.3: Required Common Open Space	
Use Classification	Minimum Total Common Open Space Area (as percentage of development site area)
Residential Uses	20%
Mixed-Uses	15%
Institutional Uses	10%
Commercial Uses	10%
Industrial Uses	5%

The total amount of land set aside as common open space shall not be less than the applicable percentage in the above table, unless the City Council makes an individualized finding that supports an alternate requirement. Any such alternate requirement shall be reasonably related to the impacts

upon the City's parks and recreation system and infrastructure that will be generated by the residents and users of the subject development.

(Ord. No. 19-2018 , § 2(Exh. A), 8-2-2018; Ord. No. 3-2019 , § 2(Exh. A), 1-31-2019; Ord. No. 18-2021 , § 2(Exh. A), 1-6-2022)

070.060.040 Ordinance Amendments.

...

(d) *Annexation.*

- (1) *Purpose.* This Section describes the procedure for annexing new land into the City.
- (2) *Applicability.* This Section applies to all petitions to annex new land into the City.
- (3) *Annexation Procedure.*
 - a. Annexation of land into the City shall comply with the procedures and other provisions of C.R.S. § 31-12-101 et seq.
 - b. The final annexation plan shall conform to applicable state statutes, shall be consistent with the Comprehensive Plan, and shall include all information required by the City to evaluate whether and to what extent the annexation impacts the City and the public health, safety, and welfare of the City.
 - c. Annexations may be considered concurrently with zoning and development permits; however, no development permit for land proposed for annexation into the City shall become effective until the related annexation is approved by the City Council.
 - d. Annexations require an affirmative vote of a majority of the qualified electors per April 23, 2024 majority vote on ballot issue 1A amending the City Charter.
- (4) *Annexation Policies.* Annexation of land into the City is a legislative act of City Council. The City Council shall annually review its policy regarding annexation to inform the public of the City Council's willingness to consider potential annexations.

(Ord. No. 19-2018 , § 2(Exh. A), 8-2-2018; Ord. No. 3-2019 , § 2(Exh. A), 1-31-2019)

070.060.050 Development Permits.

(a) *Site/Architectural Plan Review.*

- (1) *Purpose.* This Subsection describes the process by which proposed development is reviewed for compliance with the development and design standards of this Code. The site/architectural plan review procedure ensures that potential impacts of development are considered before submittal of an application for final plan approval (pursuant to the City of Glenwood Springs Engineering Standards) or issuance of a building permit.
- (2) *Applicability.*
- a. *Exemptions.* The following are exempt from the site/architectural plan review procedure, but are subject to the standards of this Code:
1. A change in use that does not involve or require other development (such as new or expanded buildings, additional parking, etc.);
 2. Conversion of non-residential building area into up to five (5) dwelling units, or mixed-use building area into up to five (5) dwelling units, without changing the existing building footprint or increasing the building area;
 3. Alteration, repairs, or additions to existing buildings that increase the gross floor area by less than twenty-five (25) percent;
 4. Tenant improvements that do not increase gross floor area or building height, increase the density or intensity of use, or affect other development standards (such as parking or landscaping requirements);
 5. Construction of a single-family detached, or two-family dwelling, **three (3) to four (4) multi-family units**, additions to such dwellings, and structures accessory to such dwellings; and
 6. Construction or erection of accessory buildings, fences, hedges, or walls.
- b. *Thresholds for Site/Architectural Plan Review Type.*
1. Table 060.2 describes the applicable site/architectural plan review type (administrative, minor, and major), unless exempted from the site/architectural plan review procedure under Paragraph a. above.
 2. Residential thresholds are based on the new dwelling units added, not the total number of dwelling units (existing plus new). **1 to 8 new dwelling units**

Table 060.2: Residential Site/Architectural Plan Review Thresholds ^[1]			
Type of Development	Administrative Site/Architectural Plan (Director) ^[2]	Minor Site/Architectural Plan (Planning Commission) (City Council)	Major Site/Architectural Plan (City Council)
Residential	1 to 8 new dwelling units	9 to 24 new dwelling units Hotel conversions	Any new development on site larger than 10 acres; 25 or more new dwelling units

Nonresidential	Less than 10,000 square feet gross floor area	At least 10,000 and no more than 30,000 square feet gross floor area	Any new development on site larger than 10 acres; development of greater than 30,000 square feet gross floor area
Mixed-Use	1 to 8 new dwelling units and up to 4 dwelling units and less than 10,000 square feet nonresidential gross floor area	9 to 24 new dwelling units or at least 10,000 and no more than 30,000 square feet nonresidential gross floor area	Any new development on site larger than 10 acres; 25 or more new dwelling units or greater than 30,000 square feet nonresidential gross floor area
Parking as a Principal Use, or Parking Structure	Up to 25 vehicle spaces	26 or more spaces	Parking structure
Notes: [1] Notwithstanding the thresholds above, any development requiring dedication of land to the City shall be processed as a major site/architectural plan. [2] Administrative Site/Architectural Review involving five or more units is required to follow public noticing procedures in Subsection 070.060.030(f)(3).			

Table 060.23: Non-Residential Site/Architectural Plan Review Thresholds ^[1]			
Type of Development	Administrative Site/Architectural Plan (Director) ^[2]	Minor Site/Architectural Plan (Planning Commission)	Major Site/Architectural Plan (City Council)
Nonresidential	Less than 10,000 square feet gross floor area	At least 10,000 and no more than 30,000 square feet gross floor area	Any new development on site larger than 10 acres; development of greater than 30,000 square feet gross floor area
Parking as a Principal Use, or Parking Structure	Up to 25 vehicle spaces	26 or more spaces	Parking structure
Notes: [1] Notwithstanding the thresholds above, any development requiring dedication of land to the City shall be processed as a major site/architectural plan.			

c. *Referral and Call-Up Procedures*

1. Off Street Parking Alternative Request

-
- i. *Director Referral to Planning Commission.*
 - a. The Director may refer parking alternative requests to the Planning Commission for a final decision.
 - b. After reviewing a referred request, the Planning Commission shall vote to make a final decision or to refer to the City Council for a final decision.
 - ii. ~~*Planning Commission Call-Up.*~~
 - a. ~~The Director shall regularly make available to the Planning Commission a record of pending applications for administrative site/architectural plans.~~
 - b. ~~Plans to add three (3) or more new residential units may be called up by the Planning Commission for a final decision. If at least three (3) members of the Planning Commission request that the Planning Commission make the final decision on any such application within ten (10) days of receiving such notice, the Director shall inform the applicant of such decision. The Director shall schedule the application to be considered at the next regularly scheduled Planning Commission meeting.~~
 - c. ~~The Director shall provide public notice in accordance with 070.060.030(f).~~
2. *Minor Site/Architectural Plans.*
- i. *Planning Commission Referral to City Council.* The Planning Commission may refer minor site/architectural plans to the City Council for a final decision. The Director shall inform the applicant of such decision to refer the application and shall provide public notice and schedule the application to be considered at the next regularly scheduled City Council meeting.
 - ii. *City Council Call-Up.* The Director shall regularly make available to the City Council a record of pending applications for minor site/architectural plans where Planning and Zoning commission is the final decision maker. If at least three (3) members of the City Council request that the City Council make the final decision on any such application on or before the next regular Council meeting but not less than ten (10) days of the Director providing such notice, the Director shall inform the applicant of such decision. The Director shall provide public notice and schedule the application to be considered at the next regularly scheduled City Council meeting.
- d. *Concurrent Review.*
- 1. *Special Use Permit, Administrative Adjustment, or Subdivision Plat.* An application for site/architectural plan approval may be submitted and reviewed concurrently with an application for a special use permit, administrative adjustment, or subdivision plat. In such a case, decisions can be made on the concurrent applications at the same public hearing provided that the appropriate approval body shall not decide the site/architectural plan approval application until after an official decision is made on the special use permit, administrative adjustment, or subdivision plat.
 - 2. *Final Plans.*
 - i. An application for administrative site/architectural plan approval may be submitted and reviewed concurrently with an application for final plan review.

In such case, the Director shall review the final plan application concurrently with the site/architectural plan application, but the Director shall not decide the final plan approval until after the site/architectural plan decision is made by the appropriate approval body.

- ii. The choice to submit final plans concurrently with an associated administrative site/architectural plan is at the applicant's discretion, and the applicant shall be responsible for making any necessary changes to the final plans based on the site/architectural plan approval.
- 3. **Vested Rights.** If the applicant is seeking vested rights with an administrative, minor, or major site/architectural plan, such vested rights may be reviewed concurrently with an application for an administrative, minor, or major site/architectural plan. Applicants seeking vested rights shall comply with the procedures under Subsection 070.060.030(j).
- (3) **Administrative Site/Architectural Plan Review Procedure.** Figure 060-5 identifies the applicable steps from the common review procedures in Section 070.060.030 that apply to the review of administrative site/architectural plans. Additions or modifications to the common review procedures are noted below.

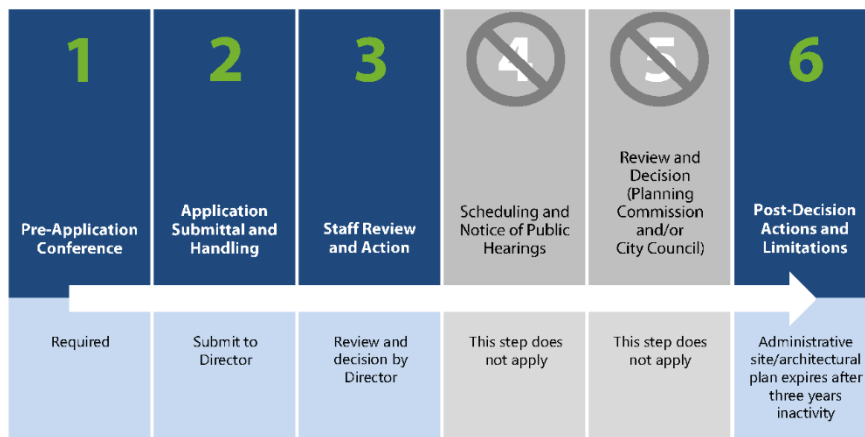


Figure 060-5: Summary of Administrative Site/Architectural Plan Procedure

- a. **Pre-Application Conference.** A pre-application conference shall be held in accordance with Subsection 070.060.030(b).
- b. **Application Submittal and Handling.** The administrative site/architectural plan application shall be submitted, accepted, and revised, and may be withdrawn, in accordance with Subsection 070.060.030(d). Final plan applications submitted concurrently with administrative site/architectural plans shall include the required materials per the City's Engineering Standards.
- c. **Staff Review and Action.**
 - 1. The Director shall review the administrative site/architectural plan application and approve, approve with conditions, or deny the administrative site/architectural plan in

accordance with Subsection 070.060.030(e) and the approval criteria in Subsection 070.060.050(a)(4).

2. Prior to making a decision, the Director may refer the application to the DRC pursuant to Subsection 070.060.030(e)(1), Referral to Development Review Committee, Staff, and Review Agencies.
3. The Director may refer the application to the Planning Commission pursuant to Subsection 070.060.050(a)(2)c.

d. *Post-Decision Actions and Limitations.*

1. *Filing of Site/Architectural Plan.* An approved site/architectural plan shall be filed with the Community Development Department within sixty (60) days of its approval.
2. *No Building Permit without Approval.* No building permit shall be issued until the administrative site/architectural plan and associated final plans have been approved pursuant to this Subsection.
3. *Expiration of Approval.* Unless vested rights are approved pursuant to Subsection 070.060.030(j), administrative site/architectural plan approval shall expire if the authorized use or construction is not substantially underway within three (3) years after the date of the administrative site/architectural plan approval, or an extension is granted pursuant to Subsection 070.060.030(i)(3).
4. *Minor Changes Allowed.* Development authorized by an administrative site/architectural plan approval may incorporate minor changes from the approved site/architectural plan without the need for a new application (as required by Subsection 070.060.030(i)(4), provided that the Director determines that the proposed changes:
 - i. Could be approved under the allowable administrative adjustments pursuant to Subsection 070.060.070(b), had they been requested with the original application;
 - ii. Comply with the standards of this Code;
 - iii. Are necessary to meet conditions of approval; and/or
 - iv. Would not significantly alter the function, form, intensity, character, demand on public facilities, or impact on adjacent properties as approved with the administrative site/architectural plan.

- (4) **NON-RESIDENTIAL** *Minor Site/Architectural Plan Review Procedure.* Figure 060-6 identifies the applicable steps from the common review procedures in Section 070.060.030 that apply to the review of **NON-RESIDENTIAL** minor site/architectural plans. Figure 060-7 identifies the applicable steps from the common review procedures in Section 070.060.030 that apply to the review of **NON-RESIDENTIAL** minor site/architectural plans. Additions or modifications to the common review procedures are noted below.

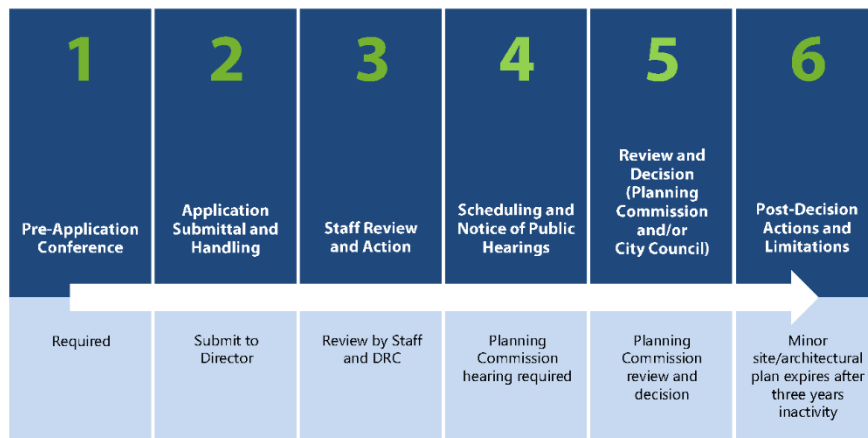


Figure 060-6: Summary of **NON-RESIDENTIAL** Minor Site/Architectural Plan Procedure

- a. *Pre-Application Conference.* A pre-application conference shall be held in accordance with Subsection 070.060.030(b).
- b. *Application Submittal and Handling.* The minor site/architectural plan application shall be submitted, accepted, and revised, and may be withdrawn, in accordance with Subsection 070.060.030(d). Final plan applications submitted concurrently with minor site/architectural plans shall include the required materials per the City of Glenwood Springs Engineering Standards.
- c. *Staff Review and Action.* The Director and DRC shall review the minor site/architectural plan application and prepare a staff report and recommendation in accordance with Subsection 070.060.030(e).
- d. *Scheduling and Notice of Public Hearings.* The minor site/architectural plan application shall be scheduled for a public hearing before the Planning Commission, and noticed in accordance with Subsection 070.060.030(f).
- e. *Planning Commission Review and Decisions.*
The Planning Commission shall review the minor site/architectural plan application and approve, approve with conditions, or deny the minor site/architectural plan in accordance with Subsection 070.060.030(g) and the approval criteria in Subsection 070.060.050(a)(6). Alternatively, the Commission may refer the application to the City Council pursuant to Subsection 070.060.050(a)(2)c.i.
- f. *Post-Decision Actions and Limitations.*
 1. *Filing of Site/Architectural Plan.* An approved site/architectural plan shall be filed with the Community Development Department within sixty (60) days of its approval. Failure to meet the filing deadline shall require payment of an additional processing fee prior to issuance of certificates of occupancy pursuant to the Administrative Manual.

2. **No Building Permit without Approval.** No building permit shall be issued until the minor site/architectural plan and associated final plans have been approved pursuant to this Subsection.
 3. **Expiration of Approval.** Unless vested rights are approved pursuant to Subsection 070.060.030(j), minor site/architectural plan approval shall expire if the authorized use or construction is not substantially underway within three (3) years after the date of the minor site/architectural plan approval, or an extension is granted pursuant to Subsection 070.060.030(i)(3).
 4. **Minor Changes Allowed.** Development application authorized by a minor site/architectural plan approval may incorporate minor changes from the approved site/architectural plan without the need for a new application (as required by Subsection 070.060.030(i)(4), provided that the Director determines that the proposed changes:
 - i. Could be approved under the allowable administrative adjustments pursuant to Subsection 070.060.070(b), had they been requested with the original application;
 - ii. Comply with the standards of this Code;
 - iii. Are necessary to meet conditions of approval; and/or
 - iv. Would not significantly alter the function, form, intensity, character, demand on public facilities, or impact on adjacent properties as approved with the minor site/architectural plan.
- (5) **Major Site/Architectural Plan and Residential Minor Site/Architectural Review Procedure.** Figure 060-7 identifies the applicable steps from the common review procedures in Section 070.060.030 that apply to the review of major site/architectural plans. Additions or modifications to the common review procedures are noted below.

Commented [HK1]: Need to include "Residential Minor Site/Arch" to step 6 in the chart.



Figure 060-7: Summary of Major Site/Architectural Plan and Residential Minor Site/Architectural Procedure

- a. **Pre-Application Conference.** A pre-application conference shall be held in accordance with Subsection 070.060.030(b).

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- b. *Pre-Application Neighborhood Meeting.* A pre-application neighborhood meeting shall be held in accordance with Subsection 070.060.030(c).
 - c. *Application Submittal and Handling.* The major site/architectural plan application shall be submitted, accepted, and revised, and may be withdrawn, in accordance with Subsection 070.060.030(d). Final plan applications submitted concurrently with minor site/architectural plans shall include the required materials per the City's Engineering Standards.
 - d. *Staff Review and Action.* The Director and DRC shall review the major site/architectural plan application and prepare a staff report and recommendation in accordance with Subsection 070.060.030(e).
 - e. *Scheduling and Notice of Public Hearings.* The major site/architectural plan application shall be scheduled for public hearings before the Planning Commission and City Council, and noticed in accordance with Subsection 070.060.030(f).
 - f. *Review and Decision (Planning Commission and/or City Council).*
 - 1. *Planning Commission Review and Recommendation.* The Planning Commission shall review the major site/architectural plan application and recommend approval, approval with conditions, or denial of the major site/architectural plan in accordance with Subsection 070.060.030(g) and the approval criteria in Subsection 070.060.050(a)(6). The Planning Commission may also remand the application back to the Director for further consideration.
 - 2. *City Council Review and Decision.* The City Council shall review the major site/architectural plan application and approve, approve with conditions, or deny the major site/architectural plan in accordance with Subsection 070.060.030(g) and the approval criteria in Subsection 070.060.050(a)(6).
 - g. *Post-Decision Actions and Limitations.* Post-decision actions and limitations in Subsection 070.060.030(i) shall apply with the following modifications:
 - 1. *Filing of Site/Architectural Plan.* An approved site/architectural plan shall be filed with the Community Development Department within sixty (60) days of its approval.
 - 2. *No Building Permit without Approval.* No building permit shall be issued until the major site/architectural plan and associated final plans have been approved pursuant to this subsection.
 - 3. *Expiration of Approval.* Unless vested rights are approved pursuant to Subsection 070.060.030(j), major site/architectural plan approval shall expire if the authorized use or construction is not substantially underway as determined by the Director within three (3) years after the date of the major site/architectural plan approval, or an extension is granted pursuant to Subsection 070.060.030(i)(3).
 - 4. *Minor Changes Allowed.* Development authorized by a major site/architectural plan approval may incorporate minor changes from the approved site/architectural plan without the need for a new application (as required by Subsection 070.060.030(i)(4), provided that the Director determines that the proposed changes:
 - i. Could be approved under the allowable administrative adjustments pursuant to Subsection 070.060.070(b), had they been requested with the original application;
 - ii. Comply with the standards of this Code;
 - iii. Are necessary to meet conditions of approval; and/or

-
- iv. Would not significantly alter the function, form, intensity, character, demand on public facilities, or impact on adjacent properties as approved with the major site/architectural plan.

(6) *Approval Criteria for All Site/Architectural Plan Types.* In reviewing a proposed site/architectural plan application, the Director, Planning Commission, and/or City Council shall consider whether:

- a. The site/architectural plan is consistent with the general purpose and intent of this Code;
- b. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
- c. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and
- d. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

...

(c) *Final Plans.*

(1) *Purpose.* The final plans procedure provides a mechanism for the City to review and approve technical drawings associated with approved development applications and to ensure compliance with this Code and the City's Engineering Standards.

(2) *Applicability.*

- a. *General.* Except for a single-family detached, ~~or two-family dwelling~~, **or three (3) to four (4) multi-family units**, approval of final plans pursuant to this Section is required for any type of development prior to issuance of a building permit, a grading or excavation permit, or a floodplain development permit. Approval of final plans pursuant to this Section is also required for any application that includes infrastructure or utility improvements unless such improvements are guaranteed by a separate agreement with the City.
- b. *Concurrent Review.* An application for final plans approval may be submitted concurrently with an application for any site/architectural plan approval.

(3) *Final Plan Procedure.* Figure 060-9 identifies the applicable steps from the common review procedures in 070.060.030 that apply to the review of final plans. Additions or modifications to the common review procedures are noted below.

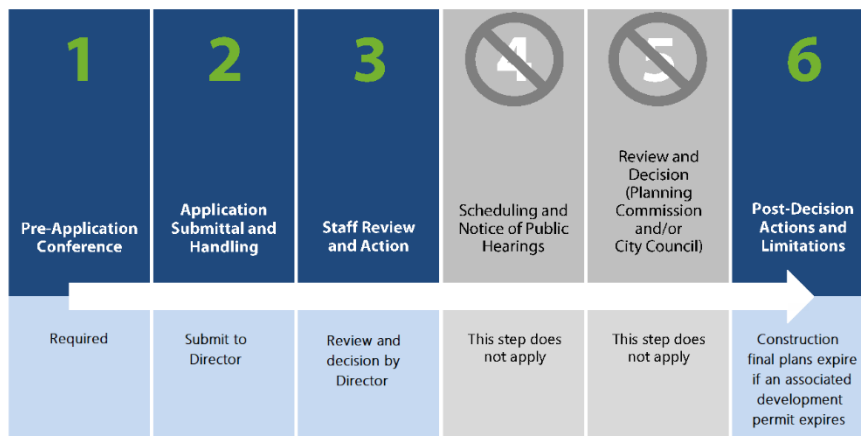


Figure 060-9: Summary of Construction Final Plans Procedure

- a. *Pre-Application Conference.* A pre-application conference shall be held in accordance with Subsection 070.060.030(b).
- b. *Application Submittal and Handling.* Final plans shall be submitted, accepted, and revised, and may be withdrawn, in accordance with Subsection 070.060.030(d).
- c. *Staff Review and Action.*
 1. *Director Review and Decision.* The Director shall review the final plans in accordance with Subsection 070.060.030(e) and shall approve, approve with conditions, or deny the final plan application according to the approval criteria below.
 2. *Final Plans Approval Criteria.* In reviewing and approving construction final plans, the Director shall determine that:
 - i. Required infrastructure and utility improvements have been approved by the appropriate agency;
 - ii. The final plans comply with all applicable standards in this Code;
 - iii. The final plans comply with the City's Engineering Standards;
 - iv. The final plans comply with other applicable City standards and policies; and
 - v. The final plans comply with requirements and conditions of approval for any prior approvals.
- d. *Post-Decision Actions and Limitations.* Post-decision actions and limitations in Subsection 070.060.030(i) shall apply with the following modifications:
 1. *Effect of Approval.* Final plans approval authorizes the subsequent submittal of a building permit application or permit for other site-disturbance activities, such as a grading or excavation permit or a floodplain development permit.

-
2. *Expiration of Approval.* Final plans approval shall automatically expire at the time an associated building permit application expires. Final plans without an associated building permit application shall not expire.
 3. *Modifications to Approved Final Plans.* A minor modification to an approved final plan may be approved by the Director, provided that the applicant demonstrates that the proposed modification:
 - i. Does not affect the overall development concept;
 - ii. Does not impede or prevent construction of infrastructure serving the development and/or a larger area;
 - iii. Will not result in substantially greater maintenance costs for the City;
 - iv. Is necessary to accommodate best management practices or to remedy construction difficulties; and
 - v. Is consistent with the approved associated site/architectural plan (if applicable).
 4. *Inspections.* City staff may inspect sites authorized by final plans to determine whether development activities are consistent with approved plans and whether any additional protection measures are necessary to mitigate adverse impacts.

...

(Ord. No. 19-2018 , § 2(Exh. A), 8-2-2018; Ord. No. 3-2019 , § 2(Exh. A), 1-31-2019; Ord. No. 16-2019 , § 2(Exh. A), 9-5-2019; Ord. No. 3-2021 , § 2(Exh. A), 5-20-2021; Ord. No. 18-2021 , § 2(Exh. A), 1-6-2022; Ord. No. 18-2022 , § 2(Exh. A), 7-21-2022)

070.060.060 Subdivision Procedures.

...

(e) *Vacation of Right-of-Way.*

- (1) *Purpose.* The vacation of right-of-way procedure provides a mechanism for vacating rights, interests, or title of the City in and to any right-of-way located in the City.
- (2) *Applicability.* The vacation of right-of-way procedure applies to any request to vacate rights, interest, or title of right-of-way within the City. Title to vacated roadways shall be in accordance with Colorado law.
- (3) *Vacation of Right-of-Way Procedure.* Figure 060-16 identifies the applicable steps from the common review procedures in Section 070.060.030 that apply to the review of vacations of right-of-way. Additions or modifications to the common review procedures are noted below.

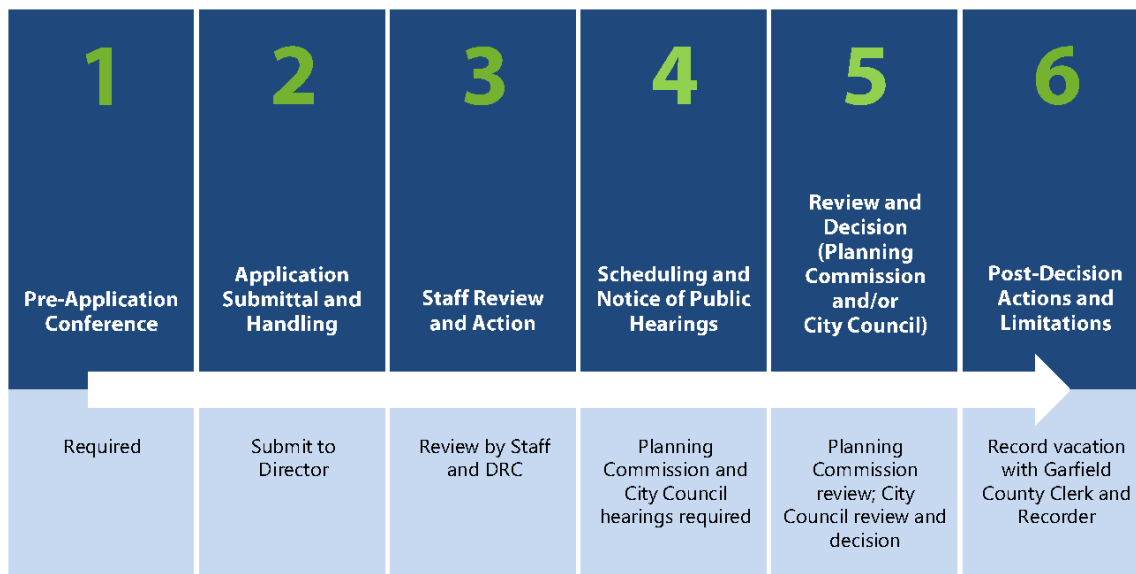


Figure 060-16: Summary of Vacation of Right-of-Way Procedure

- a. *Pre-Application Conference.* A pre-application conference shall be held in accordance with Subsection 070.060.030(b).
- b. *Application Submittal and Handling.* The vacation of right-of-way application shall be submitted, accepted, and revised, and may be withdrawn, in accordance with Subsection 070.060.030(d). Additionally, the application shall be accompanied by a map or plat showing the location and dimensions of the areas to be vacated, any parcels of land affected by the proposed vacation, and a legal description for the proposed vacation.
- c. *Staff Review and Action.* The Director and DRC shall review the vacation of right-of-way application and prepare a staff report and recommendation in accordance with Subsection 070.060.030(e).
- d. *Scheduling and Notice of Public Hearings.* The vacation of right-of-way application shall be scheduled for public hearings before the Planning Commission and City Council, and noticed in accordance with Subsection 070.060.030(f).

-
- e. *Review and Decision (Planning Commission and/or City Council).*
1. *Planning Commission Review and Recommendation.* The Planning Commission shall review the vacation of right-of-way application and recommend approval, approval with conditions, or denial of the vacation of right-of-way in accordance with Subsection 070.060.030(g) and the approval criteria in Paragraph 3. below. The Planning Commission may also remand the application back to the Director for further consideration.
 2. *City Council Review and Decision.* The City Council shall review the vacation of right-of-way application and approve, approve with conditions, or deny the vacation of right-of-way in accordance with Subsection 070.060.030(g) and the approval criteria in Paragraph 3. below.
 3. *Vacation of Right-of-Way Approval Criteria.* In reviewing the proposed vacation of right-of-way, the Planning Commission and City Council shall consider the following:
 - i. The vacation of right-of-way is consistent with the Comprehensive Plan;
 - ii. The vacation of right-of-way will comply with the applicable zoning districts standards;
 - iii. The vacation of right-of-way will comply with use, dimensional, design, and other development standards in this Code;
 - iv. The right-of-way has never been formally opened or used as a City street, has never been used for park or governmental purposes, or has been abandoned and removed;
 - v. All portions of the right-of-way to be vacated are within the City;
 - vi. None of the right-of-way to be vacated constitutes a boundary line between two (2) counties or the boundary of the City; and
 - vii. No land adjoining the right-of-way to be vacated shall be left, as a result of the vacation, without an established public road connecting to another established public road.
- f. *Post-Decision Actions and Limitations.* Post-decision actions and limitations in Subsection 070.060.030(i) shall apply and the Director shall record the approved vacation of right-of-way with the Garfield County Clerk and Recorder as soon as practicable following approval.
- g. Vacations of Right of Way may require an affirmative vote of a majority of the qualified electors per April 23, 2024 majority vote on ballot issue 1A amending the City Charter.

(Ord. No. 19-2018 , § 2(Exh. A), 8-2-2018; Ord. No. 3-2019 , § 2(Exh. A), 1-31-2019; Ord. No. 18-2021 , § 2(Exh. A), 1-6-2022)

070.070.020 Definitions of Use Categories and Specific Use Types.

(a) Residential Uses.

- (1) *Household Living.* Uses in this category are characterized by residential occupancy of a dwelling unit by a household. Tenancy is arranged on a month-to-month or longer basis. Common accessory uses include recreational activities, gardens, personal storage buildings, and residential parking.
 - a. *Dwelling, Live-Work.* A dwelling unit combining both a residential living space and also an integrated work space principally used by one (1) or more of the residents. The unit typically has a storefront, workspace or studio, and public display area on the ground floor, with residential located either on the upper floor or in the back of the workspace.
 - b. *Dwelling, Multifamily.* A building or buildings located on a single lot containing including three (3) or more dwelling units, each of which is designed for one (1) family, with separate housekeeping and cooking facilities for each. Multifamily dwellings are often stacked vertically, sharing both common vertical and horizontal walls and ceilings. Multifamily dwellings do not include those uses meeting the definition of single-family townhouse dwelling.
 - c. *Dwelling, Townhouse.* A building that contains three (3) or more dwelling units, each having primary ground floor access to the outside and are attached to each other by common party walls without openings.
 - d. *Dwelling, Single-Family Detached.* One (1) building on one (1) lot designed to be occupied by not more than one (1) family.
 - e. *Dwelling, Two-Family.* ~~One (1)~~ A building on one (1) lot designed as a single structure that contains two (2) separate dwelling units, each of which is designed to be occupied as a separate residence by one (1) family or household.
 - f. *Mobile Home Park.* Any plat of ground upon which two (2) or more mobile homes are located and occupied for dwelling or sleeping purposes, regardless of whether or not a charge is made for such accommodations.
 - g. *Accessory Dwelling Unit.* A separate, complete, dwelling unit containing separate facilities for sleeping, cooking, and sanitation that is contained within or attached to a detached single-family dwelling, or detached from it on the same property.
- (2) *Group Living.* Uses in this category are characterized by residential occupancy of a structure by a group of people who do not meet the definition of "household living." Tenancy is arranged on a month-to-month or longer basis and the size of the group may be larger than a family. Group living usually includes common eating areas for residents, and residents may receive care, training, or treatment. Caregivers often reside at the site. Accessory uses commonly include recreational facilities, personal storage buildings, gardens, and parking.
 - a. *Convalescent or Nursing Home.* An extended or intermediate care facility licensed or approved to provide full-time convalescent or chronic care to individuals whom are unable to care for themselves.
 - b. *Personal Care Boarding Home.* An assisted living residence that provides room and board to not less than three (3) and not more than six (6) adults eighteen (18) years of age or older and who, because of impaired capacity for independent living, elect protective oversight, personal services, and social care but do not require twenty-four-hour nursing or medical care. Personal care boarding homes shall not serve clients requiring a secured environment as defined by 6 C.C.R.

070.080.120 Notice of Public Hearing, Mailing, Publication.

- (a) The Director shall prepare a notice of the designation hearing which shall include:
 - (1) The time and place of the hearing;
 - (2) The place at which ~~maps~~ **materials** relating to the area or activity to be designated and any regulations for the administration thereof may be examined; and
 - (3) A description of the area or activity proposed to be designated in sufficient detail to provide reasonable notice as to property which would be included.
- (b) The Community Development Department shall maintain a mailing list of those persons requesting that they be placed on the list and paying to the City an annual fee of twenty dollars (\$20.00) to cover the costs of production, handling, and mailing of notices of all hearings pursuant to C.R.S. §§ 24-65.1-404(2)(b) and 24-65.1-501(2)(c). In order to have a name and address retained on the list, the person shall resubmit their name and address and pay the annual fee before January 21 of each year.
- (c) At least thirty (30) days but no more than sixty (60) days before the public hearing, the Community Development Department shall publish the notice, and shall mail the notice by first class mail to each of the following:
 - (1) Persons on the mailing list (subsequent to the initial adoption of these regulations);
 - (2) In the discretion of the Community Development Department, any person considered likely to be affected by the proposed designation; and
 - (3) If any other local governmental jurisdiction would be directly or indirectly affected, the proposed designation similarly may be mailed to such governmental body in the sole discretion of the Community Development Department.

(Ord. No. 09-2022 , § 2(Exh. A), 3-3-2022)

070.020.020 Summary of Dimensional Standards.

(a) Residential Districts.

Table 020.2: Summary of Residential Dimensional Standards						
	RR	RL	RM1	RM2	RH	RT
Lot Standards, Minimum						
Lot area	40,000 sf	20,000 sf	6,000 sf	—	—	—
Lot area, lots created prior to March 1, 1965			5,000 sf			
Lot area, single-family detached	—	—	—	5,000 sf/unit	4,500 sf/unit	5,000 sf/unit
Lot area, attached dwellings sharing common wall	—	—	7,500 sf	2,500 sf/unit	2,250 sf/unit	2,500 sf/unit
Landscaped area (for multifamily dwellings)	—	—	—	20 percent	20 percent	20 percent
Setbacks, Minimum						
Front (from arterial streets)	50 feet	50 feet	30 feet	30 feet	15 feet	15 feet
Front (from other streets)	25 feet	25 feet	20 feet	20 feet	10 feet	10 feet
Side	10 feet	10 feet ^[1]	5 feet	5 feet ^[2]	5 feet ^[2]	5 feet ^[2]
Rear	25 feet	25 feet	15 feet	10 feet	10 feet	10 feet
Building Standards, Maximum						
Building height	27 feet	27 feet	27 feet	27 feet	40 feet	40 feet
Notes:						
[1] Or one-half the height of the principal building, whichever is greater.						
[2] For attached dwellings sharing a common wall, interior side setbacks may be permitted at zero feet.						

070.020.200 Measurements and Exceptions.

(c) *Setbacks.*

- (6) *Exceptions to Setback Standards.* The features listed in Table 020.20 shall be permitted to project into the required setbacks of the applicable zoning district. The exceptions apply to all zoning districts unless otherwise stated.

Table 020.20: Authorized Exceptions to Setback Standards	
Accessibility ramps	May be located within required yards. Ramps shall be removed within three (3) months after the need for such ramp is removed. Ramps shall not be located in the public right-of-way without approval by the City.
Front porches and stoops	May encroach ten (10) feet into required front yard provided such porch or stoop is a minimum of sixty-five (65) percent open (including screens and/or windows) on the front and each side and is no closer than ten (10) feet from the front property line.
Ground-mounted solar panels	May encroach five (5) feet into required side and rear yards provided no element is located closer than two (2) feet from any property line.
Ground-mounted mechanical equipment	May encroach five (5) feet into required side and rear yards provided no element is located closer than two (2) feet from any property line and the equipment complies with screening standards in Subsection 070.040.050(f), Screening, Fences, and Walls.
Roof eaves and other incidental architectural features	May encroach eighteen (18) inches into a required yard.
Storage sheds	In residential districts, storage sheds less than one hundred twenty (120) square feet in size may be placed up to, but not closer than three (3) feet from a rear or side property line provided they are not placed on a permanent foundation or over an easement.
Uncovered balconies and fire escapes	May encroach eighteen (18) inches into required side yard; four (4) feet into required front or rear yard.
Uncovered porches, slabs, patios, walks, and steps	May encroach into required yards by any amount provided all components of the encroachment are no greater than thirty (30) inches above ground level.
<u>Retaining walls</u>	<u>May encroach by any amount into required front, rear, or side yards with the approval of the Public Works Director and City Engineer, provided that all other standards of this code and the Engineering Standards are met.</u>

070.030.030 Use-Specific Standards.

(11) *Medical Marijuana Business.*

- a. *Purpose.* The City Council intends to regulate the use, acquisition, production, and distribution of medical marijuana in a manner consistent with Article XVIII, Section 14 of the Colorado Constitution, Article 10 of Title 44 Colorado Revised Statutes and any other applicable laws and regulations of the state. Nothing within this article is intended to promote or condone the production, use, sale, or distribution of medical marijuana other than in compliance with applicable state law.
- b. *License Required.* Medical marijuana businesses shall comply with the City Code Article 050.080.
- c. *Location of a Licensed Business.* Medical marijuana businesses shall be located in areas of the City only as allowed in the City Code. The ability to operate a medical marijuana business on any given property shall cease upon a three-year period of the use not occurring thereon. No medical marijuana business shall be located:
 1. Within one thousand (1,000) feet of any existing public or private school facility where classes are held for children aged kindergarten through the 12th grade; park designated in Section 090.030.010(b) excluding subsection (15); mental health facility; or drug treatment facility. The distance shall be computed by a straight line measurement from the nearest property line of the school property, park, mental health facility, or drug treatment facility to the nearest property line of the site housing the medical marijuana business;
 2. Within one thousand (1,000) feet of another medical marijuana business, retail marijuana business, or a marijuana cultivation facility. A medical marijuana business may locate on the same licensed premises as a retail marijuana business or marijuana cultivation facility of the same class and same ownership, only if the licensed premises meets the distance requirements from other medical marijuana businesses, retail marijuana businesses, and marijuana cultivation facilities. This distance shall be computed by a straight line measurement between property lines of the sites housing the two (2) facilities.
 3. In any zoning district not specifically allowed by the City Code.
- d. *Requirements Related to Operation of a Medical Marijuana Business.*
 1. Medical marijuana businesses shall meet all operational criteria for the procurement, dispensing, labeling, sanitation, security, and any other criteria as required by the state pursuant to the Colorado Marijuana Code and the City Code Article 050.080.
 2. In addition, all medical marijuana businesses shall comply with the following local restrictions:
 - i. Medical marijuana businesses shall limit their hours of operation to between 8:00 a.m. and ~~7:00 p.m.~~ **10:00 p.m.** Monday through Sunday or as otherwise limited by state law;
 - ii. Medical marijuana businesses shall apply for a sign permit through the Community Development Department. All exterior signage associated with a medical marijuana business will meet the standards established in the Colorado Marijuana Code, the Code of Colorado Regulations, and in the City Code. In addition, no sign associated with a medical marijuana business shall use the word "marijuana," "cannabis," or any other word or phrase commonly

understood to refer to marijuana or a graphic/image of any portion of a marijuana plant, or paraphernalia associated with medicinal marijuana use unless immediately preceded by the word "medical" or the message of such sign includes the words "for medical use" or "for medicinal purposes" in letters that are no smaller than the largest letter on the sign; and

- iii. Marijuana plants, products, accessories, and associated paraphernalia contained in a medical marijuana facility shall not be visible from a public sidewalk, public street or right-of-way, or any other public place.
- iv. No discernible odor shall be projected beyond the exterior walls of the licensed premises.

(12) *Retail Marijuana Business.*

- a. *Purpose.* The City Council intends to allow state-licensed retail marijuana businesses to exist in Glenwood Springs in accordance with Article XVIII, Section 16 of the Colorado Constitution, Article 10 of Title 44 Colorado Revised Statutes, and any other applicable state laws and regulations as well as the additional local licensing requirements and other restrictions set forth in the Glenwood Springs Municipal Code. Nothing within this article is intended to promote or condone the production, use, sale, testing or distribution of marijuana other than in compliance with applicable state law.
- b. *License Required.* Retail marijuana businesses shall comply with City Code Article 050.090.
- c. *Location of Licensed Business.* Retail marijuana businesses shall be located only in areas of the City as allowed in the City Code. The ability to operate a retail marijuana business on any given property shall cease upon a three-year period of the use not occurring thereon. No retail marijuana business shall be located:
 - 1. Within one thousand (1,000) feet of any existing public or private school facility where classes are held for children aged kindergarten through the 12th grade; park designated in Section 090.030.010(b) but excluding subsection (15); mental health facility; or drug treatment facility. The distance shall be computed by a straight line measurement from the nearest property line of the school property, park, mental health facility, or drug treatment facility to the nearest property line of the site housing the retail marijuana business;
 - 2. Within one thousand (1,000) feet of another retail marijuana business, medical marijuana business, or a marijuana cultivation facility. A retail marijuana business may locate on the same licensed premises as a medical marijuana business or marijuana cultivation facility of the same class and same ownership, only if the licensed premises is located to meet the distance requirements from other retail marijuana businesses, medical marijuana businesses, and marijuana cultivation facilities. This distance shall be computed by a straight line measurement between property lines of the sites housing the two (2) facilities; or
 - 3. In any zoning district not specifically permitted by the City Code.
- d. *Requirements Related to Operation of a Retail Marijuana Business.*
 - 1. Retail marijuana businesses shall meet all operational criteria for the procurement, display, dispensing, labeling, sanitation, security, and any other criteria as required by the state pursuant to the CMC and the City Code Article 050.090.
 - 2. In addition, all retail marijuana businesses shall comply with the following local restrictions:

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- i. Hours of operation shall be limited to between 8:00 a.m. and ~~7:00 p.m.~~ 10:00 p.m. Monday through Sunday; and
 - ii. A sign permit shall be obtained through the Community Development Department. All exterior signage associated with a retail marijuana business will meet the standards established in the Colorado Marijuana Code and in the City Code.
 - iii. Storage of retail marijuana shall be considered an accessory use. Not more than twenty-five (25) percent of the licensed premises of a retail marijuana business shall be used for such purposes.
 - iv. No discernible odor shall be projected beyond the exterior walls of the licensed premises.